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COMMERCIAL CAR JOURNAL

and OPERATION & MAINTENANCE

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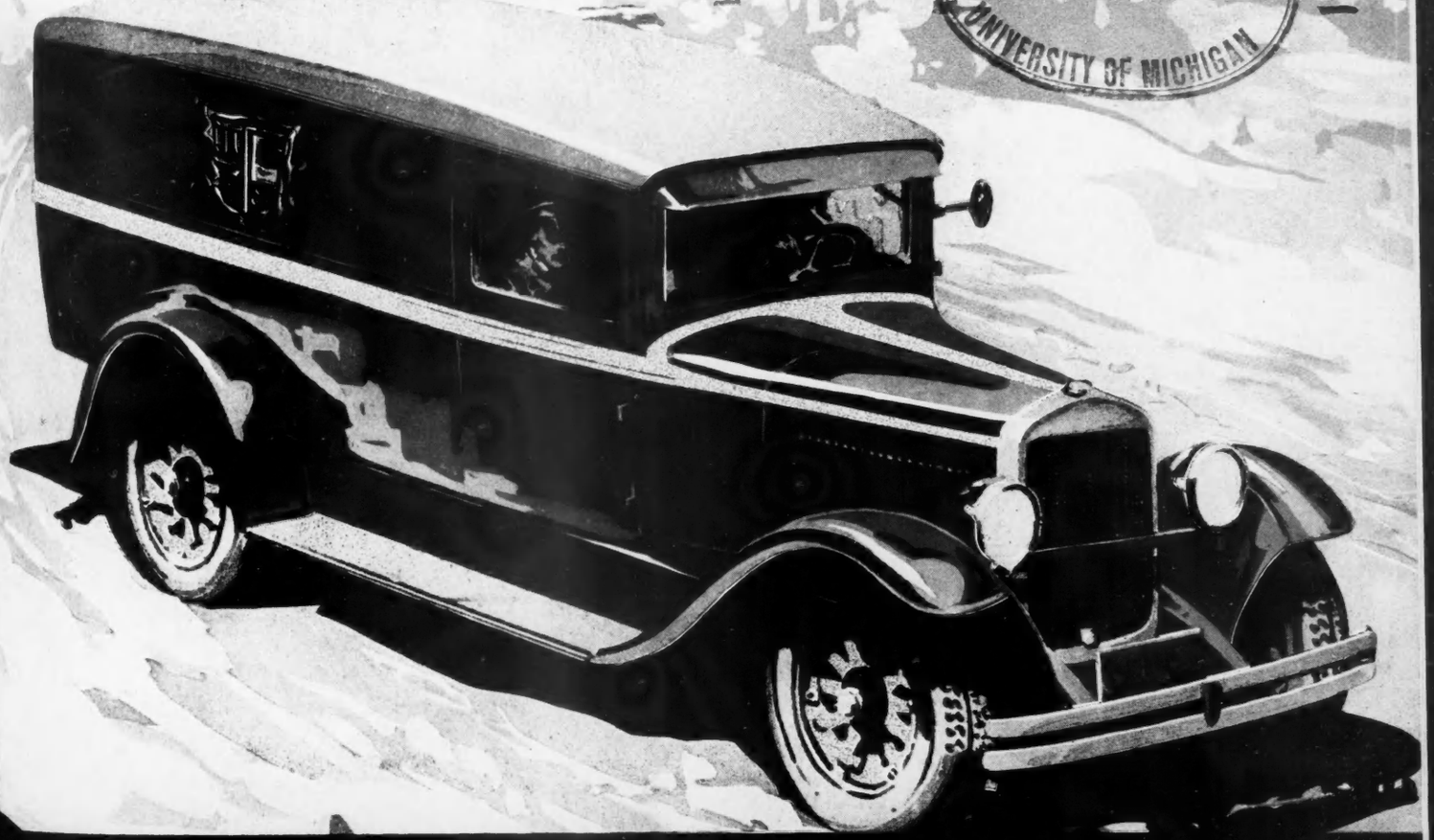

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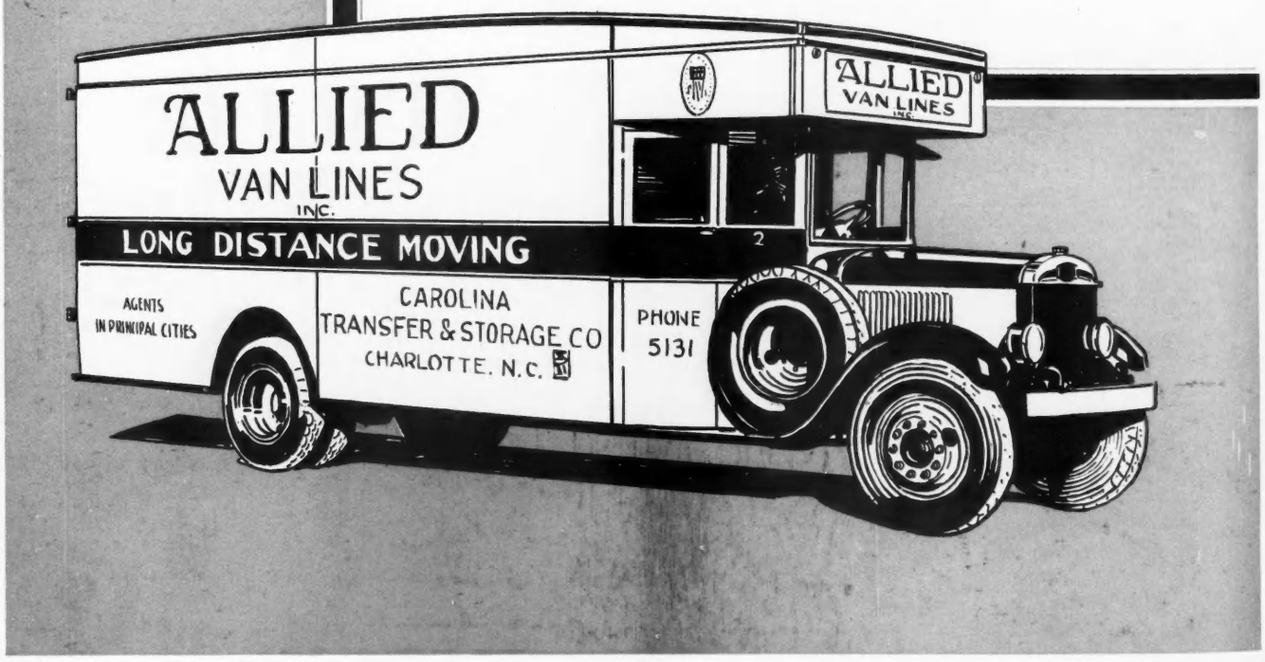
THE AUTOCAR COMPANY
ARDMORE PENNA., EST., 1897



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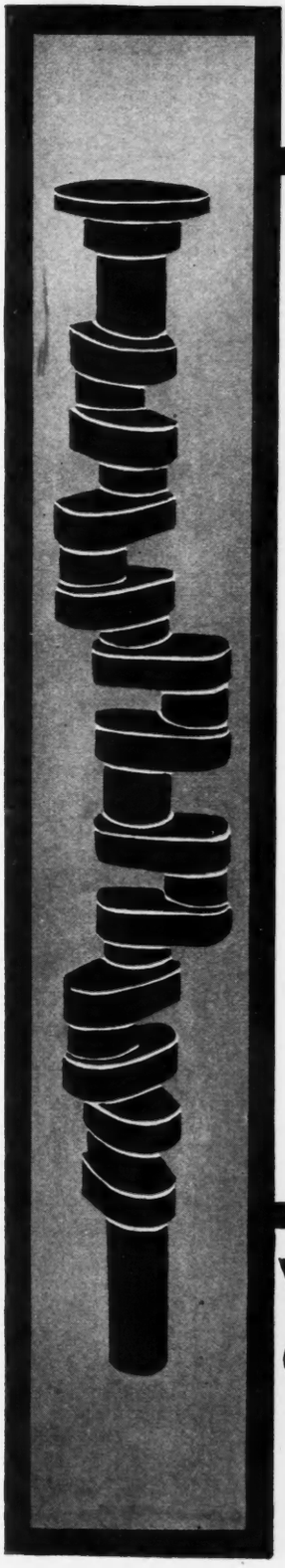
WYMAN GORDON

CRANK-SHAFTS



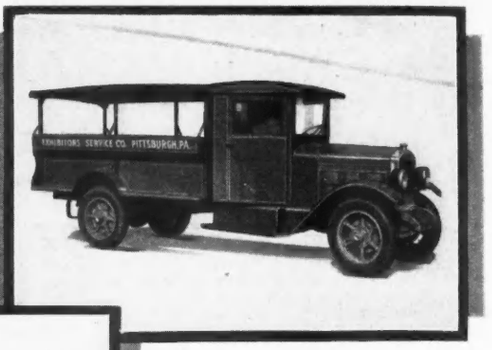
IN WELL KNOWN MOTORS SINCE THE BEGINNING OF THE INDUSTRY

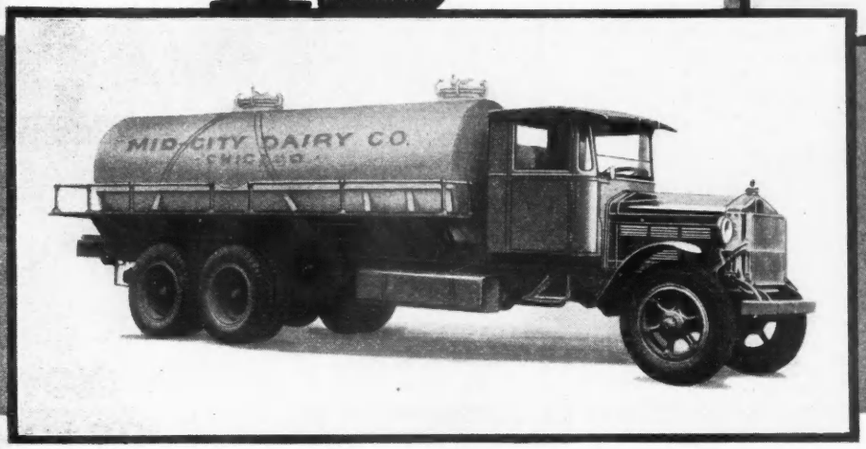
WYMAN GORDON

THE CRANKSHAFT MAKERS

WORCESTER, MASS.
HARVEY, ILL.

from 1 to 12 ton





Above: Model DB7 — a ruggedly constructed truck of 1 to 1¼ ton capacity for speedy and economical delivery.

Below: Model EW27 — a popular sized truck for heavy hauling. Designed and built for a long life of continuous gruelling service.

The Same High Standard of Sterling Quality Prevails

Regardless of your trucking problems, there is a Sterling to meet your exact requirements. Each model and style possesses the same high quality construction that makes Sterling the by-word of better truck design and economical transportation. Chain, worm and bevel drive in commercial and dump units.

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Seattle
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The Most Complete Line of Motor Trucks in the World!

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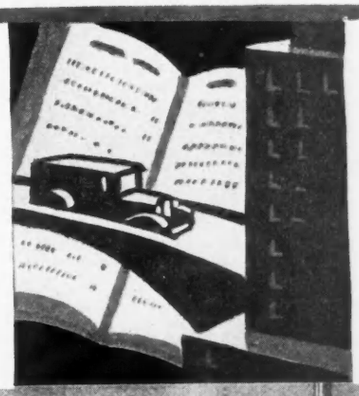


THE man below is a certified public accountant.

Would you consider him a truck prospect?

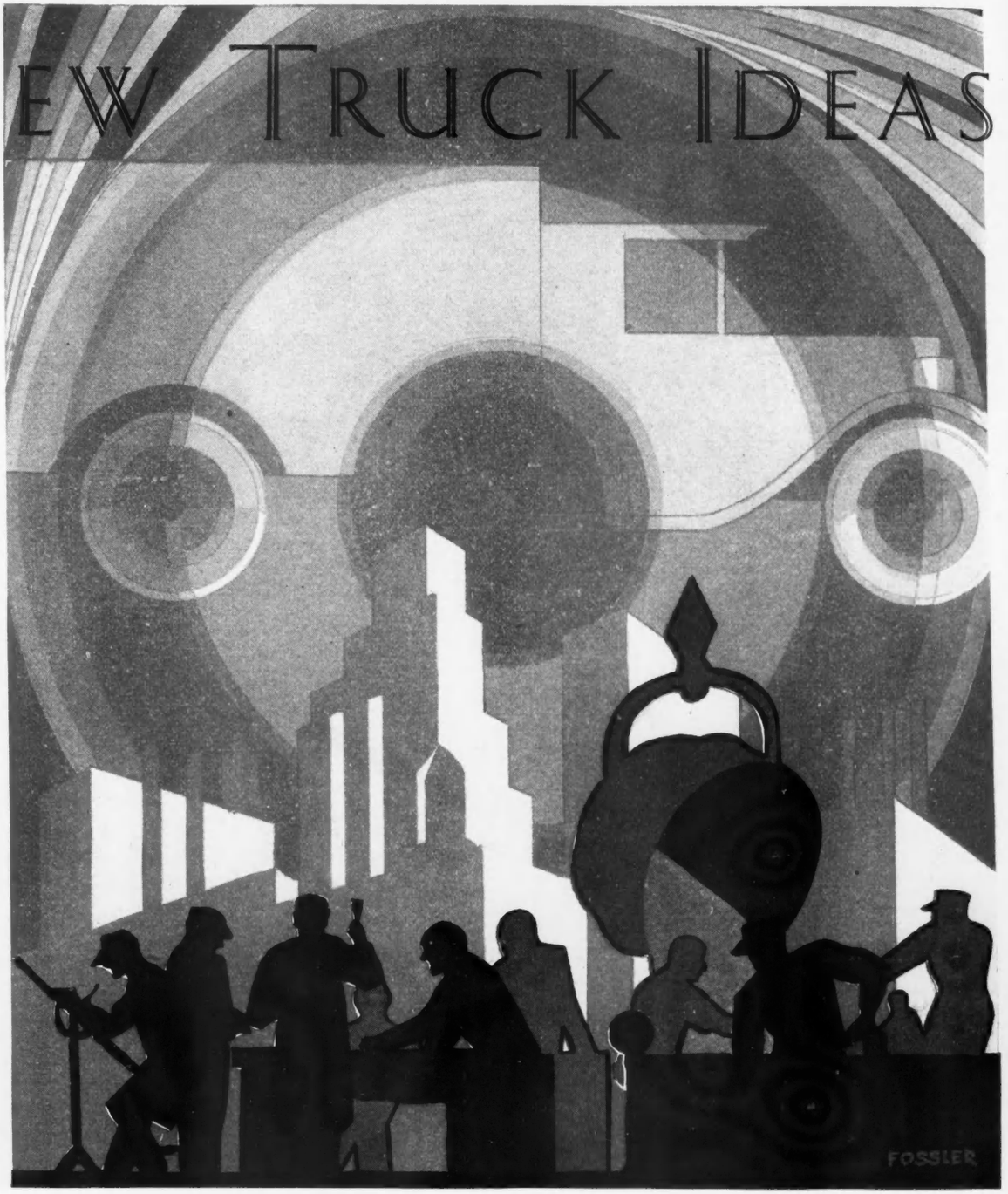
Most dealers wouldn't.

Actually, he's a good truck prospect and he's worth cultivating.

Some of his associates on the West Coast are pioneering a new accounting service on wheels, which promises to break over the "Rockies" and spread eastward.

An article on pages 18 and 19 gives the complete low-down on this new market for trucks.

NEW TRUCK IDEAS



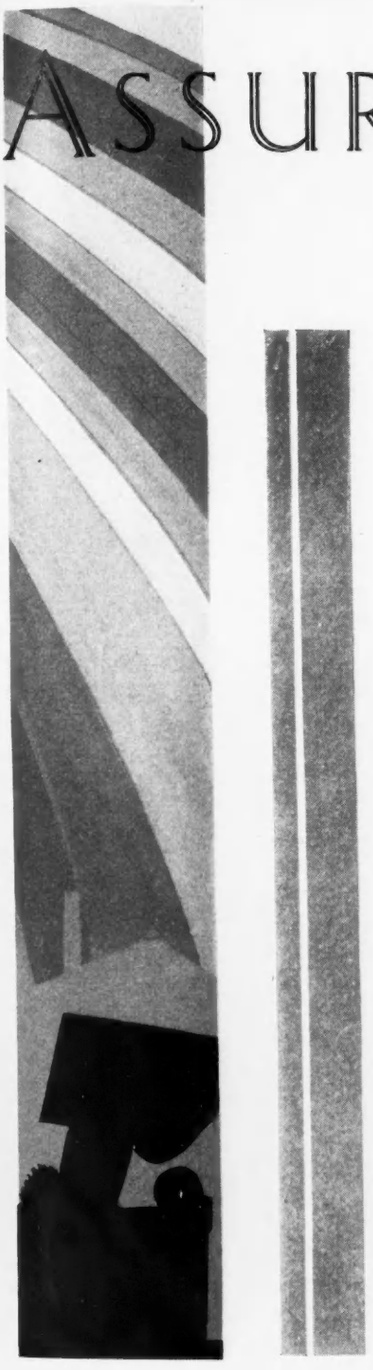
WHAT would you say to:

Doughnut type truck tires of 14-in. cross-section on 6-in. hubs; truck bodies constructed integrally with the chassis frames; and eight-cylinder truck engines?

If you should say "boloney," be careful that no one overhears you, because at some sweet time in the future—if you are a dealer or salesman—you may have to sell said "boloney" and assure customers with justifiable conviction that they are buying a tenderloin steak; and if you are an operator you may find you prefer the "boloney" to what you have at the present reading.

As a matter of fact, all this Italian delicacy stuff came up at the annual transportation meeting of the Society of Automotive Engineers held in Toronto, Nov. 12-15. And while admittedly it was dished up in rather thinly sliced form, it nevertheless was proof that regardless of what one may say about new ideas of design, the minds of truck industry leaders are holding to the channel of progress, and if that be "boloney," make the most of it.

While the doughnut type tire is not new—being used to some extent on airplanes, its association with the field of motor transportation is still in the



ASSURE PROGRESS

S. A. E. Transportation Meeting Reveals What Engineers Are Thinking About and Experimenting With

By George T. Hook

experimental stage. At the moment it is being considered in connection with buses. Frank R. Fageol, the well-known automotive engineer, told the transportation meeting gathering he was hopeful tire companies would develop a tire of 14-in. cross-section on a 6-in. hub because it would make possible the almost total elimination of the wheelhousing, that inspirer of homicidal tendencies in body designers. Experiments, it was learned, are being made. The difficulties that are being encountered were not enumerated, but any reader can think up a few tough problems that must be solved. If they are solved, and the use of doughnut tires becomes practicable, what's to prevent their application to motor trucks? Representatives of tire manufacturers were waylaid for their views but they were wisely diplomatic and satisfied those who want doughnut tires and those who think them as impossible as their coffee shop namesakes.

But a movement in the direction of truck tires of larger cross-section did come to light when reference was made to a tire of 13½-in. cross-section and 7700-lb. load capacity that Goodyear is developing for Mack. And, although engineers didn't seem to like it very much, the tire men were emphatic in their declarations that a very marked trend toward the use of balloon tires for truck service is evident, due as much to generally satisfactory results as to the improved riding qualities.

Is there any hope that tire manufacturers will be able to build tires to carry greater loads greater distances? A. J. Brosseau, of Mack, asked this question, and J. W. Shields, sales engineer of the Firestone Tire & Rubber Co., opined that it is not unlikely such a hope can be realized, but he observed astutely that everything would depend upon what operators would be satisfied with for distance.

"When it comes to battling, no two pugilists in the cauliflower world harbor a more persistent grudge than the famous weavers of the truck world, which might justifiably be called Kid Body Weave and K. O. Frame Weave. The warfare between these two is of long standing and much damage has been inflicted on both sides. Sitting as a peace commission, those attending the opening session of the meeting endeavored to arrive at a settlement of differences. Two proposals were made: (1) that some method of compensation be provided, and (2) that bodies and chassis be built as a unit, that is, integrally.

Jack Winchester, superintendent of motor equipment of the Standard Oil Co. of New Jersey, who has earned for himself the reputation of being one of the most brilliant operators in the business, declared he had worked along the compensation line and met with success by using a rubber mounting type of shock absorber.

Integral construction the peace commission was inclined to handle much after the fashion of a very hot potato. Someone tossed it among the conferees in connection with buses and not a hand reached out to catch it and help it on its way. So far as trucks are concerned the absence of any hands-across-the-sea brand of cooperation can readily be explained. Briefly it was because no one present was prepared or willing to treat the production problems involved.

But so far as the trade and operators are concerned it is sufficient that some thought is being given to placating the battling weavers.

If you think the six-cylinder engine is as far as we are going to get in the truck industry, let your optics scan these few words of B. B. Bachman, vice-president in charge of engineering, Autocar Co.: "The future probably will see further increase in engine sizes and an increasing use of six-cylinder and possibly eight-cylinder engines to meet the need for greater average road-speed without

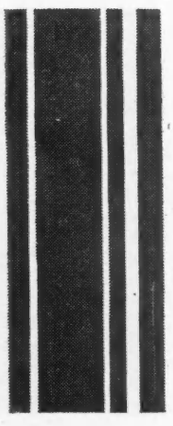
such a great increase in maximum speed. Such a requirement calls for more power to provide more rapid acceleration and sustained speed on hills. Improvement in brakes and the use of four-wheel brakes will naturally follow this increase in speed. Greater production for the operator, more comfortable seats, and easier operation of the steering-gear and controls also will be demanded, together with better riding quality and smoother and quieter engines, transmissions and rear axles."

While declaring that the possibilities of the fuel-injection type of oil engine are attractive, Mr. Bachman held that the general availability of gasoline and the relatively low price which has prevailed have not been favorable to fostering the development needed. "At present and for some time to come commercial development will be a difficult proposition."

At the moment we know of no large manufacturer that is about to spring an eight-cylinder truck engine on a six-cylinder-minded public. But this is a period of high-speed operation; more and more passenger-car owners are succumbing happily to an eight-cylinder complex; there's talk of building high-speed highways; and—well, make up your own mind about the future.

If you are of an inventive turn of mind, here may be the golden opportunity you have been seeking. The effect of high engine speed on the temperature of oil is first reader stuff to all readers. Everyone is aware that oil cooling is a requisite in high-speed operation. "The biggest and simplest thing we can do for high engine speeds," said one consulting engineer, "is to maintain a low temperature through some oil cooling device." Another operator supplemented this remark with the observation that "it is not merely a matter of cooling the oil but of regulating oil temperature." There you have the idea: invent an oil cooling and temperature regulating device and your fortune is made. It will have an immediate market and entitle you to a niche in the hall of automotive benefactors.

So far as engine governors are concerned, it could be gathered from discussions that there is much less need for inventiveness than for a better understanding of a governor's function. In brief, should the governor control engine speed or vehicle speed or, perhaps, both? Arthur A. Bull, president and general manager of the Handy Governor Corp., took the stump and gave a most comprehensive dissertation on types of governors and their functions. The outstanding plank in his platform of functions was this: "From study it seems obvious that speed control must of necessity be applied to the engine, the only exception being in the event that the top road speed, as limited by operating conditions or legal speed-limits, would need to be fixed at an engine speed lower than that for the maximum torque effort of the engine which, obviously, would retard the operating efficiency of the vehicle in the lower gears." Both the engineering and operating constituencies seemed inclined to vote a straight ticket with Mr. Bull. At lower transmission speeds, someone pointed out, a governor is particularly desirable because the driver has no knowledge of r.p.m.'s and torque. (If any drivers come within sight of this statement, let them speak for themselves.)



Six-wheelers, quite deservedly, rolled heavily over the second day's program and the symposium proved, for the time being, to be the most potent stimulant within the borders of Ontario Province. Four papers on the subject were presented. A. M. Wolf, automotive consulting engineer of Newark, N. J., classified and described rigid six-wheelers and tractor-semi-trailer combinations as to load distribution, application of power, arrangement of spring suspension and of tires. He expressed a firm conviction that six-wheel vehicles of both types—rigid six and tractor-semi-trailer combinations—would increasingly find new fields of operation, declaring that we are simply rewriting railroad history in terms of rubber and air on roads instead of steel wheels on steel rails. As rail-equipment weights increased, the number of wheels was increased to distribute the load properly.

L. R. Buckendale, executive engineer of the Timken-Detroit Axle Co., dealt in his paper with the essentials of four-wheel drives for six-wheel chassis and raised, as did Mr. Wolf before him, the question of intermediate differential desirability. And if you don't think it's a question, just wipe off your specs and read on a little further. Pierre Schon, sales engineer of General Motors Truck Co., endeavored to get the opposing factions to lock horns in a death struggle by asking "Why do some manufacturers think a third differential is necessary and others do not?" He reasoned correctly that a thorough debate of the question might be helpful to manufacturers contemplating construction of six-wheelers. The engineers present, however, showed no inclination to Webster and Clay along such a well-defined line but their comments did shed some valuable illumination.

E. W. Templin, who in a paper on six-wheel development history had recited his experiences in designing the Goodyear six-wheeler and later work with the Six-Wheel Co., said he had had satisfactory experience with well-designed axles without an intermediate differential. He said the use of the conventional type of differential was out of the question, and leaned to the belief that judgment must depend solely upon operating costs. Does it, in other words, cost more to run with or without one? His conclusion was that it is more practical without.

Mr. Buckendale said tire mileages on six-wheelers having no third differential have been very high, and that at present the entire matter is so debatable that only experience will prove whether such a differential is necessary. The opinion of Mr. Sprowls, the Goodyear representative, disputed this statement. "I have not had the opportunity of observing tire conditions with a third differential," he said, "but I have observed no fast wear due to the use of two differentials provided other conditions were right."

With one big truck maker on one side of the differential wailing wall a convert to the intermediate cult and other truck manufacturers numbered among the unbelievers, it is logical to assume that because there is division there is much thought, and the future ought to develop valuable technical information born of experience.

The subject of brakes was given thorough ventilation in an afternoon session and contrary to general expectations there was an absence of friction in regard to the relative value of the several types of brakes and brake linings. This was because there reigned a magnanimous attitude on the part of those present to concede that each design had its own advantages. But what about the truck brake of the future? Basing his prediction on knowledge and experience, G. B. Ingersoll, chief engineer of the Federal Motor Truck Co., declared that four-wheel motor trucks in the near future will have five-brake systems comprising four-wheel brakes and a separate propeller shaft brake for emergency purposes. Particulars of wheel brakes he sketched as follows:

Internal, fully inclosed; operation actuated by "power flow" means; 100 per cent equalization, to extend to brake lining and drum contact point; one-point control for simultaneous adjustment at all wheels; safety device to insure brakes on two wheels at all times; equal pressures and lining contact throughout practically 360 deg. in the brake; inbuilt brake operating means, such as servo action, making operation permissible by ordinary pedal pressures for vehicles up to and including maximum gross loads of approximately 12,000 lb.; auxiliary operating means actuated by motor or other units of the truck for brake operation on vehicles of maximum gross loads exceeding 12,000 lb.; brake operation means to permit ready and flexible attachment to trailer vehicles; drum of heavy section of non-scoring cast material good for 200,000 miles of service; wheels of sufficient size to provide substantial air gap between drum and wheel parts; means for increasing, rather than decreasing, flow of air between drum and wheel; easily

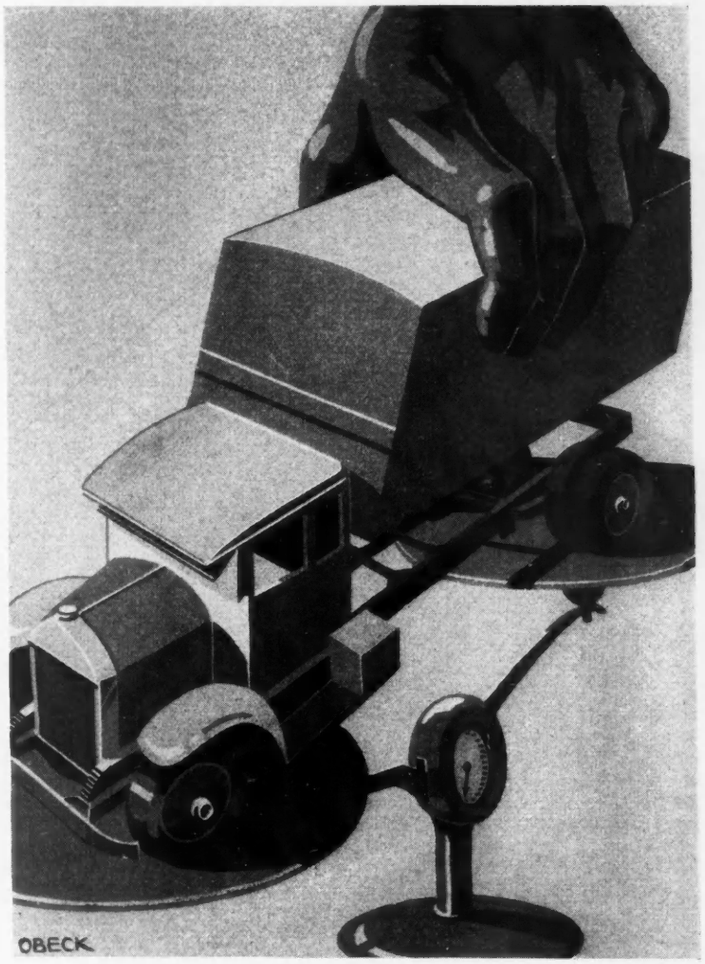
(Turn to page 60, please)

FIT THE BODY TO THE TRUCK

Which Involves Proper Load Distribution, Weight Reduction and Flexible Mounting

By John Walker

International Motor Co.



COMMERCIAL bodies today are beginning to receive some of the consideration they need in the way of a balanced design of body and truck as a unit for particular requirements. We still have, however, the problems of proper load distribution, reduction of weight, flexible mountings and good appearance.

In light delivery trucks equipped with standard bodies we find good balance, correct load distribution, lightweight body and attractive appearance. These, however, are all built on a production basis; naturally, the engineering departments secured proper distribution, light weight and attractive proportions.

In custom-built bodies, however, we find things less defined. Local body builders are called in by the customer to make a body to certain specifications. Distribution of load does not often receive much, if any, consideration, and with the almost universal use of pneumatics this situation becomes more acute. Then, too, the weight of custom-built bodies is generally excessive, and the method of mounting remains unimproved.

Let's think for a moment of the way in which many trucks are sold. For example, the salesman has convinced the customer of the merits of his truck, and decides that he should have a 2½-3-tonner. The customer asks about the size tires the truck will have, and is told that they are 38 by 7 single front and dual rear. It is decided, since the body should not weigh over 3500 lb., the truck 6800 lb., and the load 7000 lb., or a gross weight of 16,300 lb., that the tires are adequate because six 38 by 7 tires have a gross capacity of 19,200 lb. Here the estimated gross weight and total tire capacity agree, but is the customer going to buy a body that will distribute the load properly on the six tires? If he buys a standard 164½-in. wheelbase chassis having a 12-ft. platform and tells the body builder to make a 13-ft. body, the load distribution will be very poor, for the rear tires will be overloaded 17 per cent. Larger tires or a reduction of his pay-load by 2100 lb. are the only remedies. In either case the customer is put to extra expense and delay and becomes dissatisfied with his purchase.

If the truck salesman and customer had discussed load and size of body and thought of distributing that load, they would have found that a 200½-in. wheelbase chassis would be necessary to take full advantage of the tire capacity. Before deciding that this is the correct wheelbase, we should take another point of view: Whether to load the tires equally by using the 200½-in. wheelbase, or compromise on the wheelbase and slightly overload the rear tires. Such a long wheelbase certainly makes the vehicle harder to handle. Slightly overloading pneumatic tires, if the maximum is well within 10 per cent, is not always serious, but the tire man should be consulted in such cases. For this reason we believe that the latter thought is one which would undoubtedly give the better answer, and would permit using a wheelbase somewhere between the two mentioned.

Of course, all this calculation is based on uniform load, which may or may not be true in every case, but we must start somewhere. The point I want to make is that in selling trucks we should first determine the body and

(Turn to page 20, please)

THE C. P. A. IS A NEW

Office-On-Wheels Enables Accountant to Sell Bookkeeping Service to Large Numbers of Small Businesses

By Mandus E. Bridston

MR. TRUCK DEALER! Get acquainted with the public accountants in your territory! You can sell them trucks!

What? Expect the accountant to transport himself via truck from one business house to another? And why the truck?

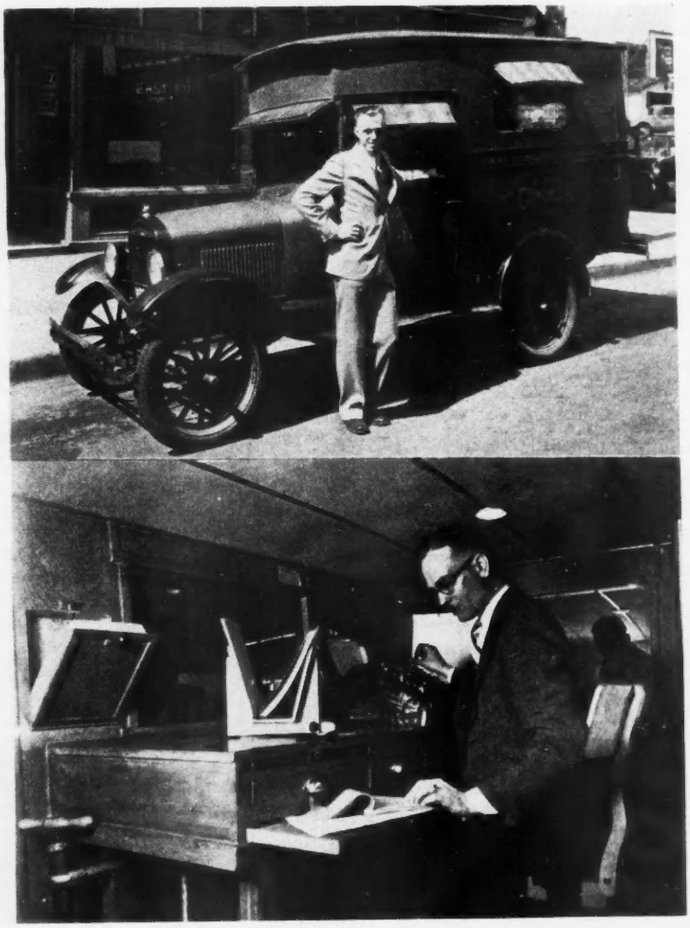
It all sounds like a far-fetched idea, at first thought, but as a matter of fact, the accountant does offer a real market for the dealer; a new, unexploited market. And the use of the truck in accountancy works toward the same end as in other lines—it puts accountancy service on a mass production basis, and hence on a more profitable basis.

Let the dealer approach his prospect thiswise: "Mr. C.P.A. Do you know what a truck will do for your business? It will enable you to double your business with the same amount of time investment!"

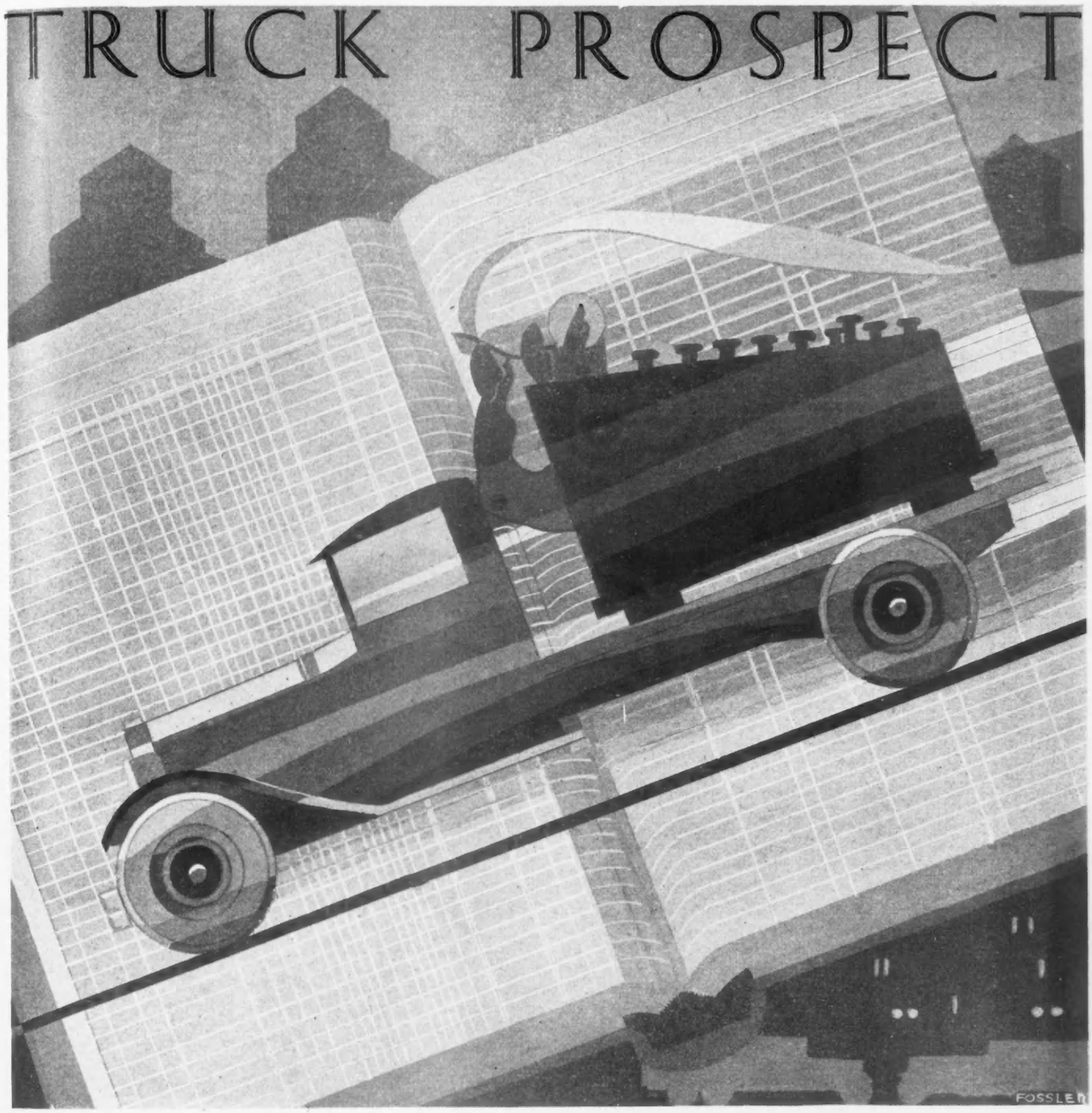
This sounds like a large order, and yet it is logical, going to the root facts of the matter. At the present time, there is probably only one such "motorized" accountancy business in the country, but this one is so successful that it should be an inspiration to dealers looking for new selling fields to conquer.

Cuno R. Bryant, of Portland, Ore., started the Cunocar Accounting Service eight years ago, and the only "working capital" he possessed was the potent idea that the truck should be worked into the public accounting business. He built the first "Cunocar" himself, working on it evenings and Sundays, and today he has 30 Cunocars networking the coast from San Diego, Cal., to Bellingham, Wash., the motorizing accounting service maintaining branch offices in these two cities and six others: Seattle, Wash.; Tacoma, Wash.; Everett, Wash.; Vancouver, Wash.; Salem, Ore.; Los Angeles, Cal. The headquarters are at Portland, Ore. The plan is to extend the organization nationally.

However, there is no need of going into motorized accountancy on such a grand scale. Already alert C.P.A's.



Equipment of the Cunocar Accounting Service. Equipped with one of these offices-on-wheels certified public accountants do the bookkeeping for small concerns not requiring the services of full-time bookkeepers



on the coast have borrowed the idea to their own advantage, and are operating single trucks along the same lines as the more extensive Cunocar system.

Last year, the Cunocar Accounting Service kept books for 350 different firms on the Pacific Coast, transacting $13,000,000 worth of business and representing 78 distinct lines of business. This bookkeeping service on wheels caters chiefly to the smaller firms or to types of business not requiring the service of a full-time bookkeeper. Automotive concerns comprise its largest clientele—garages, service stations, tire shops, automobile dealerships, etc.

The point is that the Cunocar accountant does not have to do his work in the offices of the client. With the use of a specially built truck, he takes his office-on-wheels directly to the client! A movie reel of Cunocar would record shots in this manner: The ingenious Cunocar rolling up and parking in front of the client's place of business. The accountant stepping briskly out of the car, entering the client's store, emerging with papers and books under his arm. A light flashes on within the car, if it's that kind of a day, and the accountant is seen at work within the compact office-on-wheels—replete as to the mechanical equipment. In a short while—some firms are visited daily, and the stop only occupies 15 to 20 minutes —the accountant returns the books and papers to the client and moves on to his next service call. No parking in alien offices, doing intricate accounting work under the most trying working conditions such as salesmen haranguing, phones ringing, a cluttered old roll-top desk and obsolete equipment. No wonder the use of the truck office enables the accountant to do twice as much business with the same time investment, which is the big point in accountancy! Moreover, the truck arrangement enables the spread over a larger territory —permits the specialization in certain lines of business, if that is desired.

And the client likes the office-on-wheels arrangement. The accountant usurping his desk is usually as much in the way to him as he is to the accountant! It is much more convenient for him to have the accountant take the books to the truck-office outside, yet the books are always immediately available if he wishes to consult them during the

process of posting. And no mechanical equipment is necessary, on the part of the client. No investment in a posting machine, adding machine, etc., for the Cunocar man has all this installed in his office-on-wheels!

The Cunocar system spent over $6,000 perfecting and trying out the particular truck layout that would meet the exactions of motorized accounting service. Cunocar uses a special body on Ford chassis, and the latest model weighs about 4000 lb. and is 10 ft. long. The 6-ft. accountant can do his work standing up if he wishes, as the cars are 6 ft. 2 in. high inside.

Instead of using fir or hemlock for the three-ply veneer inside the bodies, imported ash and oak are utilized in the Cunocars. Each car has seven plate glass windows with striped awnings for summer use. A small window just above the floor at the back enables the driver to see and aids him in parking.

The floor of the Cunocar is covered first with felt, then with battleship linoleum, and to insure perfect insulation, the car is roofed with a 3-in. thickness of cork. Ceiling lights above the built-in-desks provide artificial light. All wires are run in copper conduits, so that replacement can easily be made in case a wire should happen to burn in the roof. A gas heater and a small electric fan help to maintain proper, comfortable working temperatures within the cars.

Each accountant drives his own car and does no mechanical work whatever, not even changing a tire. To insure safe driving, there are three sets of mirrors, two on the sides and one mounted on the left fender.

The accompanying sketch shows the layout of the office-on-wheels, and its efficiency is patent at a glance. The accountant's high-backed swivel stool, which slides under the desk when not in use, is directly in front of a clear space on the desk for laying out work, and without changing body position, the stool swivels slightly to the right to use the Burroughs posting machine, or to the left to use the Underwood typewriter. The posting machine not only takes care of the standard posting bookkeeping systems in general use, but serves as an adding machine, so that this machine and the typewriter are the only mechanical equipment necessary. The posting machine rests directly on the desk, and not on the iron framework usually provided. Every care must be taken to preserve the compactness of the office-on-wheels. The lower part of the desk is built-in for drawer space, and the adding machine tape is kept from cluttering up desk and floor by guiding through a slot into the drawer below.

It costs the client but $6.50 to $9.50 to set up a standard loose-leaf accounting system, under the Cunocar plan, for by using the regulation posting sheets in large quantities, the company is enabled to supply them to clients at an advantageous rate. Posting sheets and binders are all that is necessary to purchase for the bookkeeping system used by the average small business. For the average business, requiring the distribution into five or six departments, the monthly rate for accounting service runs in the neighborhood of $25. This rate is very nominal, of course, considering that the client accomplishes all of his bookkeeping detail for this sum, and without the investment in any bookkeeping equipment, but it is made possible through building up volume by the efficiency of the office-on-wheels.

The Cunocar accountant works the same as the usual C.P.A. He posts from charge slips to respective accounts receivable—from invoices to accounts payable, and also gives the client a control of both accounts receivable and accounts payable. The general segregations of the loose-leaf system used include assets, liabilities, revenues, expenses. At the end of the month, the financial statement is rendered in detail, according to the wishes of the client, and the service also extends to special requirements, such as income tax service and inventory computation. The traveling accountant also makes out the monthly statements.

It is noteworthy that Cunocar has built up a remarkable coast-length business, based on the idea of mobile accounting, without the use of advertising. But the use of the special truck is good advertising copy in itself! The trucks are finished in yellow—a good background for the Cunocar trade-mark and the listing of coast cities where branch offices are maintained. The name of the managing accountant is lettered on the door of each car.

The public accountant, in scenting for new business, always has to sell the idea that he can give the merchant efficient bookkeeping service, but with the Cunocar accountant, much of the normal sales resistance is met by the primary point that the Cunocar system brings this efficient office-on-wheels to the use of the client!

As a further sales aid, Cunocar uses a sample binder which is identical with those used by Burroughs salesmen of posting machines. It is replete with sample forms, posted up, and shows how the business is tabbed along the four aspects of assets, liabilities, revenues, expenses.

Men of a high type are maintained by Cunocar as "managing accountants" so that any special phase of accounting may be taken care of, if the client wishes. This might mean budgeting of sales promotion expense for departments, analysis of a business with a view to cutting overhead, and so on.

However, Cunocar service, from the strict technical angle, does not differ from regular accounting service. Its *NEW* angle lies in the office-on-wheels idea. But it is this new angle of mobile accounting playing such a big part in its yeasty development.

Truly, the truck dealer should be interested in the public accountant, he is a good prospect for trucks!

Sell the public accountants in your territory:

FIRST—That they can double their volume and income by the use of an office-on-wheels.

SECOND—That they can give their clients better service at lower prices because of this volume expansion.

THIRD — That they need not be handicapped with a lack of modernized bookkeeping equipment, nor be harried by a musty office or a cluttered old roll-top. An office-on-wheels can be as good as the best.

FOURTH—Then sell them the wherewithall—a truck or a number of trucks.

Fit the Body to the Truck

(Continued from page 17)

load desired and sell the proper wheelbase and size chassis to carry it. Last, but not least, the pneumatic tires must be adequate. To accomplish this requires better cooperation between the sales and engineering departments. It is easy to give the salesmen data and formulae to use, but few will trust themselves with any engineering formula. After all, the salesman's job is to sell the truck, and it is an engineering department function to help him sell it properly.

Gross weight limits vary so in the different states that it is difficult, at times, to build the body light and strong enough to carry the desired loads. We must, however, respect these laws, and, furthermore, it is economically important that the vehicle carry a pay-load rather than excessive body weight.

Aluminum bodies are the best examples we have of the advantage of reduced body weight. Briefly, all-aluminum body construction means a saving of 40 to 50 per cent in weight at 1.6 to 1.9 times the cost of all-steel construction. The life of these bodies seems to be as great as the other bodies,

(Turn to page 60, please)

A VISIT TO TRUCK SHOWS ABROAD

Speed Jobs and Six-Wheelers Predominate at Olympia. French Play Up Diesels

A TRUCK dealer sufficiently interested in following up trends in truck design and in a position to take time off for a jaunt over the Atlantic during the month of November to visit the truck shows in London and Paris would have found many interesting developments, some already deeply rooted in American design and others decidedly European in character and origin. But nowhere would he have had the opportunity of studying all the latest offerings of manufacturers under one roof as at either Olympia or Grand Palais.

Stopping at Olympia and looking over the displays of 70 British and 10 American exhibitors, our touring dealer first of all would have been impressed by the large number and variety of six-wheeled chassis and then by the increasing use of six-cylinder engines. It would be apparent to him that the trend is toward high speed vehicles with pneumatic tires and that the use of worm drive axles, cam steering and vacuum servo four-wheel brakes are quite common in practically all trucks over 1 ton. At Paris, where 72 exhibits, mostly French, were shown, our traveler would have found that the outstanding feature of the show was the attention given to one, two, four and six-cylinder Diesel engines for road transportation and that six-wheeled chassis have not made as much progress as in England. The Paris show also would have revealed that there has been a big increase in the number of long-distance, high-speed truck services and that solid tires are not used on vehicles of 5 tons and under and that even on trucks of more than 5 tons capacity pneumatics are generally employed on front wheels.

Among other trends our American dealer would have noted at the Olympia show are the use of oil coolers in new models; separate cylinder liners; thermostatic radiator control; by-pass oil filters; aluminum alloys for crankcases, transmission housings and rear axle centers; overhead camshafts; duplex and triplex roller chains for front drive; chain and friction drive for fans; two or three grouped series of nipples for lubricating all chassis bearings and that completely centralized lubrication is used by only one maker, Singer.

Upon checking the commercial vehicle part of the show he would have found 120 trucks, 89 bare chassis, 27 tractors and 29 miscellaneous vehicles. And that the American manufacturers at the show were: Brockway, Chevrolet, Essex, Fargo, Federal, G.M.C., International Harvester, Reo, Stewart and Willys-Overland.

After spending many hours visiting booths, examining exhibits, questioning attendants and taking notes our touring dealer would have summarized his findings as follows:

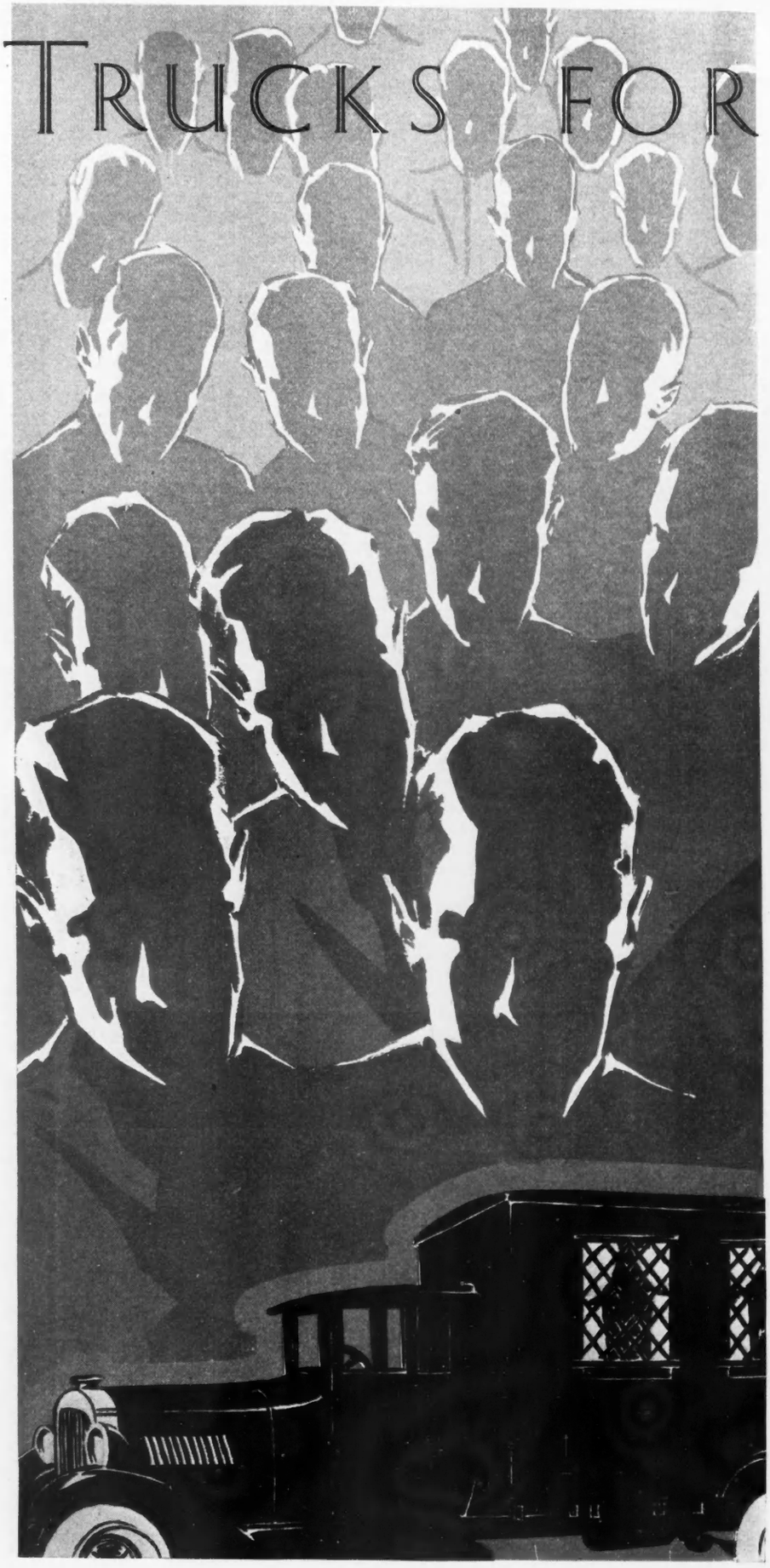
Heavy oil-burning trucks were exhibited by Mercedes, Saurer and Berna. The only non-British six-wheelers shown were the Mercedes, Liberty and Berliet, the two latter having drive on one axle only. A number of makers exhibited trucks for municipal service. These had small solid-tired wheels, low frames and forward control for city and dock service and refuse collections. Scammell has extended the scope of the tractor by making it and trailers for loads up to 100 tons. The largest combination has 14 wheels in four rows, two steer wheels, four drive wheels and eight wheels near the rear of the trailer.

(Turn to page 45, please)

SELL TRUCKS FOR

Manufacturers and Merchants Can Use Special Trucks as Demonstrators in Merchandising Campaigns

By
Martin J. Koitzsch

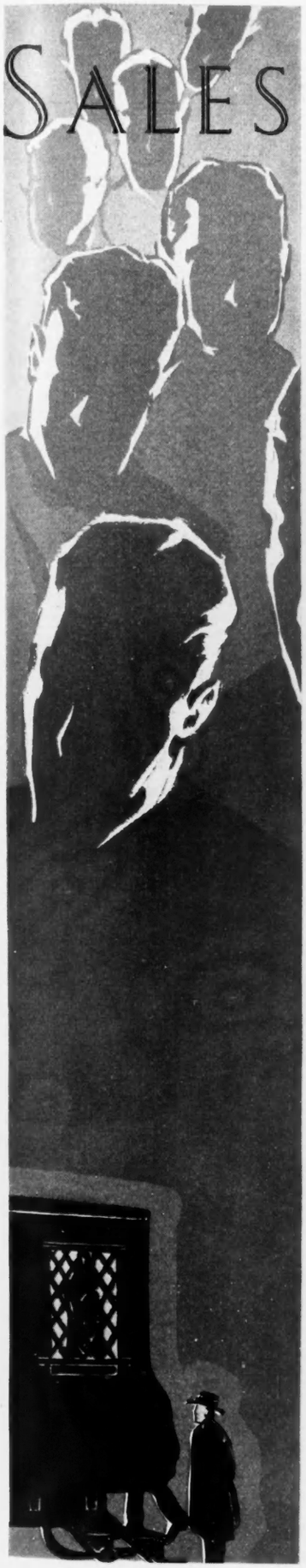


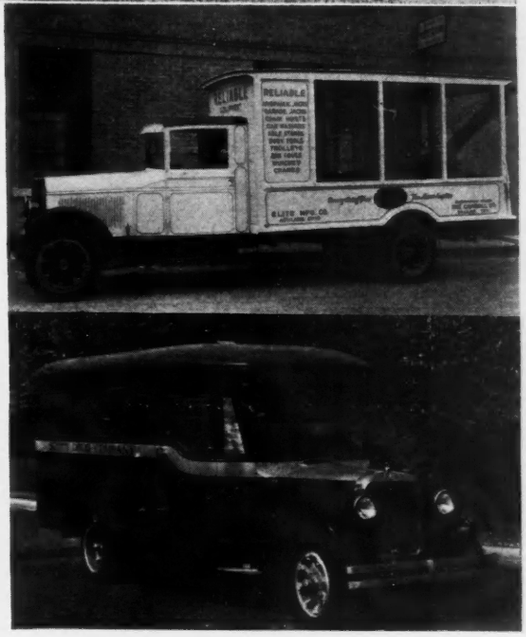
MANUFACTURERS and merchants always have been logical prospects for trucks—trucks to do transportation jobs. But most of them are equally logical prospects for additional trucks to aid them in promoting their sales.

Sales promotion can be said to be a new market for trucks. And trucks so used may be classified as "demonstration trucks" because they are used to demonstrate the products whose sale is being promoted.

The few manufacturers and merchants who have gone to demonstration trucks are finding it an eminently effective medium for reaching both the trade and the public. The idea is gaining acceptance because results have been satisfactory. And truck dealers and salesmen need only comprehend a prospect's merchandising problem to know whether or not they can

SALES PROMOTION





Top: Traveling display room operated by W. A. Sheaffer Pen to contact both consumer and trade. Center: Mobile showroom employed by the Elite Mfg. Co. to help jobbers reach customers with a complete equipment exhibit. Bottom: Portable wholesale supply store used by Scott Drug Co.

add to their volume with a sales promotion appeal.

The sale of a demonstration truck in most cases involves the construction of a special body. The following descriptions of such trucks will give the trade a good idea of the types of jobs used in this new market, the sort of tasks they are required to perform, and, therefore, how to approach a prospect.

Out on the Pacific Coast the Union Merchants Ice Delivery Company, San Francisco, Calif., conceived the novel idea of rolling an "ice-box store" up to the door of the housewife, instead of requiring her to shop around in the city. Results have more than compensated the company for the outlay of money. The records show that refrigerator sales have increased at least 50 per cent since the new method of display was started.

The plan of operation is simple. Notices are mailed to housewives stating that the display will be in a certain neighborhood at a scheduled time. The ladies enter at the front door and leave at the rear after inspecting the various models exhibited. The chauffeur, a refrigeration expert, offers practical suggestions and explains the proper placing and care of different foods in the ice-box.

The display car itself is a special body of the parlor car coach type mounted on an International Harvester chassis. Natural light is admitted through glass rear doors

and skylights in the roof. The lettering and color scheme are very attractively done. The upper part of the body and roof are painted solid white and the lower part is in red with a blue belt. Slightly elevated platforms on each side of a carpeted aisle carry as many as eight refrigerator models. Direct and indirect lighting for night use is furnished through the truck's own battery.

On the road since August, 1925, and to be seen anywhere in the United States is a traveling showroom which has more than paid for itself in the sale of fountain pens. It is owned and operated by the W. A. Sheaffer Pen Co., Fort Madison, Iowa, and spends the entire year on the road traveling from town to town.

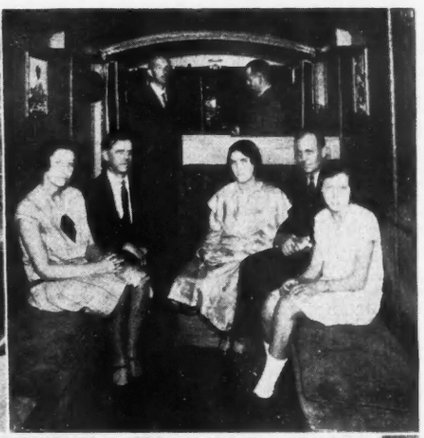
The length of the truck's stay in a town is determined according to the population, the amount of interest created by advance announcements and the cooperation of dealers. While tentative itineraries are planned five or six months ahead, definite routes and dates are supplied 30 days in advance. Dealers are advised one week in advance of the coming of the truck by a special letter in which they are asked to cooperate with the man in charge of the truck and make up special window displays. Advance newspaper publicity and advertisements give the arrival sufficient publicity. The showing in a town is begun by appearing on the most prominent corners, but locations vary from time to time depending on the number of dealers, class of dealers and other circumstances.

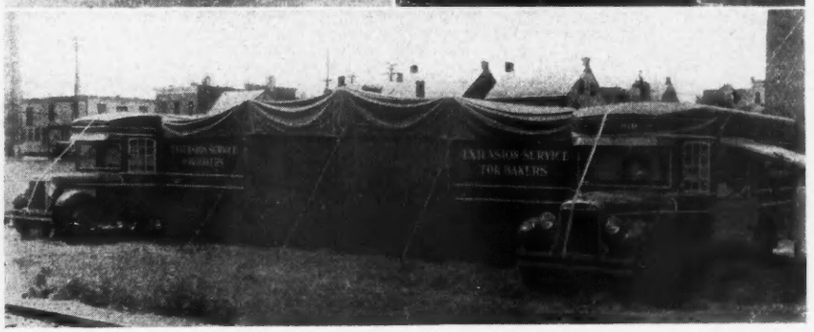
While this demonstrator is primarily designed to reach the consumer, it is also used to open new accounts. The company is satisfied with the plan because it feels that the demonstrator impresses Sheaffer merchandise on the mind of the consumer in a way that no other method of advertising does. The management considers that with an average of 700 to 800 visitors per day at a cost of $20 to $25 every 24 hours, the results more than justify the cost of keeping the truck in operation.

Operating through the large southwestern territory of the Elite Mfg. Co., Akron, Ohio, are two equipment showrooms displaying a full line of jacks, chain hoists, trolleys, winches, cranes and other heavy equipment rarely exhibited outside of the jobbers' fixed showrooms. The body, as the accompanying illustration indicates, is specially built along express and canopy top lines and attractively finished in white with neat lettering. The body itself, 7 ft. high, 12 ft. long and with ample headroom, is arranged in the order of a display room. The tail-gate may be let down to form a step by means of which the salesman can take his customer up into the body and show the equipment. A specialty salesman drives the truck through the territory, accompanied by the wholesale jobbers' salesmen. Results have proved very satisfactory from both the manufacturer's and jobber's standpoint according to the Elite Mfg. Co.

Many manufacturers, particularly in the automotive industry, furnish jobbers at periodic intervals or on his request, the assistance of a missionary man from the factory. This system has its defects, so Stevens Walden-Worcester, Inc., Worcester, Mass., decided to use a truck in a new missionary system. By reason of the truck the company hopes to accomplish certain

Right: Interior of rolling store used by Union Merchants Ice Delivery Co. to sell refrigerators direct to housewives. Below: Views of demonstrating truck used by a British camera manufacturer for displaying direct to buyers. Note extension at rear to increase seating capacity. Bottom: Equipment fitted up as a school employed by the Fleischmann Co. to teach bakers new baking methods





things, namely: To display the company's entire line of products; to enable the missionary man to travel without the jobber's salesmen, although jobbers are notified of the missionary man's itinerary; that all jobbers' customers in a certain territory be called upon, and that orders be taken and the dealer be allowed to indicate through which jobber such orders are to be shipped.

The result of these conclusions was a type of traveling display designated as a Walden-Worcester missionary van. This consists of a standard truck chassis on which is mounted a special body, which normally has the dimensions of an average delivery job. The roof and sides of the body, however, are of the expanding type, in other words, when the truck is parked and prepared for display the missionary man touches a switch and the sides of the body move out, the top moves up and the in-

terior becomes a spacious display room, twice its normal width and high enough to accommodate the tallest man. While windows along the top admit plenty of light, the van is also equipped with lighting fixtures installed in the roof and side compartments to permit of night display.

An excellent example of the big field for demonstrating trucks is the special equipment of a North Carolina drug company. This company had a special body mounted on a Studebaker chassis to exhibit its wares throughout an extensive southern territory. Windows circle the sides and rear and are equipped with screens which admit light but prevent vision from outside. On the inside there are two rows of compartments and shelves about 2½ to 3 ft. high. Electrical fixtures are provided for night displays. The truck is owned by the Scott Drug Co.

In order to bring the showroom to the busy retailer and make on-the-spot demonstration, the Blackman Distributing Co. of New York, distributor of Mohawk radios, decided to use a truck. It proved to be a success; the company solved an acute merchandising problem, dealers were easily induced to step into the car and listen to the music coming over any of the five sets on exhibit. Radio cabinets are lined up on each wall, securely fastened to both the floor and the wall. The aerial is mounted on the roof and

Top: "Missionary Van" designed by Stevens Walden-Worcester, Inc., to display its entire line of automotive tool equipment to buyers. Above: Showroom used by the Blackman Distributing Co. to make on-the-spot radio demonstrations to retailers. Left: Portable kitchen used by English coffee concern to popularize its coffee extract

consists of four uprights firmly fastened to each corner and six-section line running longitudinal with the body. The body specially designed by Albert Brothers, New York, is mounted on a Model A Autocar.

One of the most interesting developments in demonstrating trucks is seen in the plan developed by the Fleischmann Company. This company organized an extension service for bakers some years ago to bring before the bakers in the country new developments in baking receipts and production management, etc. Originally the service was planned to operate stores, specially rented for short periods in the cities of the itinerary. There were difficulties in obtaining suitable locations, store interiors had to be renovated and equipment had to be constantly crated and shipped. Now the company uses a specially designed three-unit truck train, designed and built by the Hahn Motor Truck Co., Allentown, Pa. The trucks certainly have solved the problem because now the entire equipment can be placed and moved at will without any inconvenience or loss of time. One of the units is fitted up as a showroom, with sides that open out and glass cases which display a wide variety of bakery products, and new ideas in window trim. The other is a complete bakeshop, equipped with electrical oven, proof box and mixers, a refrigerator, sink, hot-water heater and work-bench as well as bins for materials. When set up for demonstration, the vans are joined by a tent capable of seating 155 persons, the tent with collapsible chairs and benches are stowed in the display unit when on the road between cities. The other truck which rounds out the equipment carries the generators for power and light.

Manufacturers and merchants in Great Britain have long recognized the value of mobile showrooms as is indicated by the many novel demonstration truck designs to be seen anywhere on the British Isles. A particularly interesting development is an expanding trailer-caravan used by a gas utility for introducing latest gas appliances for the home. The showroom is towed by a truck from one to another outlying sections of the city, especially new sections. Illustrations are shown on page 58.

The vehicle when on the road has the appearance of an ordinary van but when parked for display, the sides are drawn out and the vehicle becomes three times its normal width. The sides are extended by a simple screw gear and the ends consist of telescoping portions. The exhibits include two fire-places and mantels, a number of gas cookers and washing appliances and a complete outfit for a bathroom. The center portion of the display room is lighted through windows in the roof and single pane windows at each side of the doors provide sufficient illumination. A dark curtain is run around the base of the stationary vehicles to cover all supporting props. The showroom is taken to places where the cost of maintaining a permanent showroom would be too high to be an economic proposition. The courtesy of *The Commercial Motor*, English magazine, is acknowledged for the details and illustrations of this job.

Another very interesting demonstrating truck of British design is a special job used by a photographic manufacturer. *(Turn to page 58, please)*

TAPPET CLEARANCE CAN'T BE CHANGED

Any Variation Alters Valve Timing and Shortens Valve Life

By James W. Cottrell

ANY mechanic who found his helper setting a camshaft gear one tooth out of time would immediately call a halt on the job and take "time out" to explain to the helper his mistake.

Setting a camshaft out of time with the crankshaft is not the only way of changing valve timing. Many mechanics who are no more likely to punch a traffic officer in the face than they are to make a mistake in meshing timing gears or applying a camshaft drive chain, overlook the fact that a slight difference in valve tappet clearance changes the time of valve operation as much as a difference of one tooth in meshing timing gears.

Refinement in engine design which has been brought about within the past few years has made valve tappet clearance much more important than formerly was the case. Not so many years ago, valve springs were exposed, valve operation was noisy and steadily grew worse as the parts wore due to exposure to dust and little was thought about tappet clearance so long as there was plenty of it.

Quiet operation is now expected of a truck engine and to meet this requirement, engineers inclose the valves, provide them with lubrication, and design the valve gear to keep noise at a minimum. The effectiveness of this design depends to a very large degree upon valve tappet clearance remaining at the point assumed to be designed.

The part of the cam which takes up the valve tappet clearance is of particular importance at this time. Formerly this part of the cam provided a rapid rise for the tappets and as a result there was a decided click when the tappet touched the end of the valve stem. This has been overcome by taking a very gradual slope on this part of the cam so that the tappet rises very slowly until it just touches the valve and from this point on the contour of the cam is arranged to push the valve upward at high speed. The reverse action takes place when the valve closes. This gradual slope on the cam is called a quieting ramp and on modern engines it extends as much as 20 or 30 deg. of cam travel. This motion can be detected by watching a valve tappet moving up and down while the engine is cranked very slowly by hand, with the spark plugs removed. It is hard to tell just when the tappet starts to move up and it continues to move very slowly until it touches the valve when it suddenly comes to life and pushes the valve upward in a hurry.

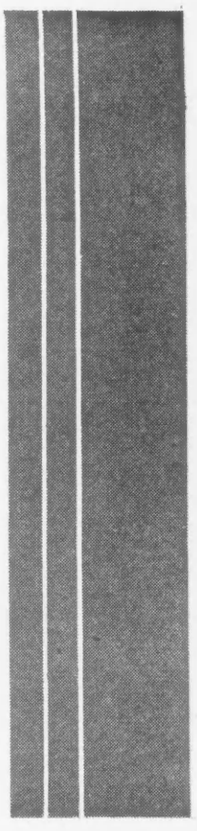
Let us see what happens when a valve opens with normal clearance, with too little clearance and with too much clearance. These conditions are shown in the accompanying chart. The line T-T shows the upward motion of the top of the tappet as the raised part of the cam moves under it. This motion of the tappet is shown by following the line moving toward the top while rotation of the camshaft is represented as the line extends from the left side of the chart over to the right. Notice the very gradual rise of the tappet from point 1 to point 3. At point 3 the tappet has taken up the normal clearance and, in its contact with the end of the valve steam and from this point onward, pushes the valve off the seat.

Motion of the end of the valve stem with normal clearance is indicated by the solid line. Notice that while the tappet clearance is being taken up the valve does not move at all from point 1 to point 3. From point 3 onward notice that there is a curved slope like a steep hill in a road which constanly becomes steeper.

Suppose now we cut the tappet clearance down to one-half the normal amount, the effect of this is that a valve instead of starting to open at point No. 3 starts to open at 2, as shown by line B-B. This may be 20 deg. too early. Notice also that the valve is pushed off the seat very slowly as it is following the same gradual incline of the ramp as the tappet. The result of this slow motion, if it is an exhaust valve, is that the incandescent gas leaks through the narrow crack between the valve face and the valve seat and burns the edge of the valve just like a welding torch. After this gradual rise, the valve is pushed upward at the high rate of speed by a different part of the cam as before.

Although there is general agreement that valve tappets should not be set too close, there are a lot of valves running with too much clearance. Let us look at this chart and see what happens when the clearance is twice normal, say .020 in. instead of

(Turn to page 58, please)



At right: Chart shows effect of reducing and increasing valve tappet clearance. N shows normal clearance. With standard setting the camshaft motion from points 1 to 3 is needed to take up clearance. From this point the valve opens quickly, as shown by solid line. If clearance is cut in half the valve begins to open at 2, instead of at 3, and opens very slowly. When clearance is doubled the valve opens late, opening at 4, and opens with a bang.

B
C
B
X
T
N
2
3
4

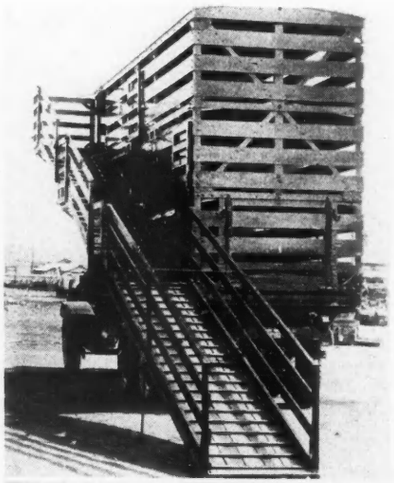
LIVESTOCK BODIES

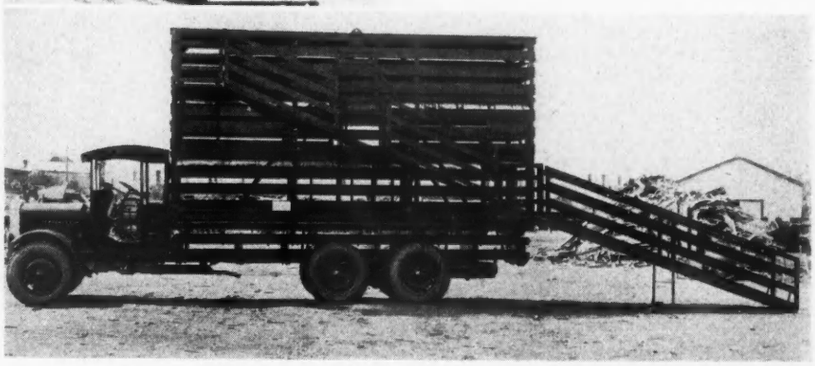
Equipment Available to Livestock Raisers Speeds Shipments and Assures Animal Comfort

USE of the motor truck for transporting livestock is increasing throughout the world. One of the chief reasons for this growth is the stock-body. The day when livestock was shipped in most any old kind of a makeshift box or crate mounted on a truck is past. Bodies used by the progressive farmer of today are constructed to carry maximum loads, provide animals with maximum amount of comfort and protect them against injuries and bruises. The type of stock-body employed by the farmer, of course, depends on the kind of stock he is raising. While standard stock bodies are used by most farmers, many special bodies of large capacity have been developed and are being used in different parts of the world. The following descriptions are of bodies in this class.

A very unusual body used by an Australian sheep grower is a triple-decked affair which accommodates from 100 to 120 average-sized sheep. This body, mounted on a six-wheel, long-wheelbase Thornycroft chassis, was built in Australia to specifications furnished by the Australian branch of John I. Thornycroft & Co., Ltd., England. Equipment of this kind has been found especially advantageous during times of drought, as it enables farmers to transport large numbers of sheep quickly to farms in other regions.

Above: Six-wheel Douglas used by the Pender Motor Express Co., Pender, Neb., for livestock or grain shipments. Below: Specially designed triple-deck body mounted on a Thornycroft chassis employed by an Australian farmer for transporting 120 head of sheep per trip





A feature of the body is the demountability of the entire superstructure, thus releasing the chassis for the transport of general agricultural products when not required for the conveyance of sheep.

As the illustrations indicate, the railed type of construction is employed, thus assuring ample ventilation. Sufficient head-room is allowed between the decks for the sheep to stand. The floors of each deck are fitted with galvanized sheet iron and a slight transverse camber is given to the floors so as to allow for drainage to each side. The roof and all decks are made watertight.

Sheep enter the various decks by means of a ramp mounted on the left side of the vehicle. The ramp is collapsible and is supported by quickly adjustable braces and suspension rods. Some of the sections of the ramp when folded form the doors of the entrances; the remaining portions are carried flat against the sides of the body. The ramp has an incline of approximately 27 per cent and is fitted with narrow cleats to provide firm footing for the animals.

FOR LARGE LOADS

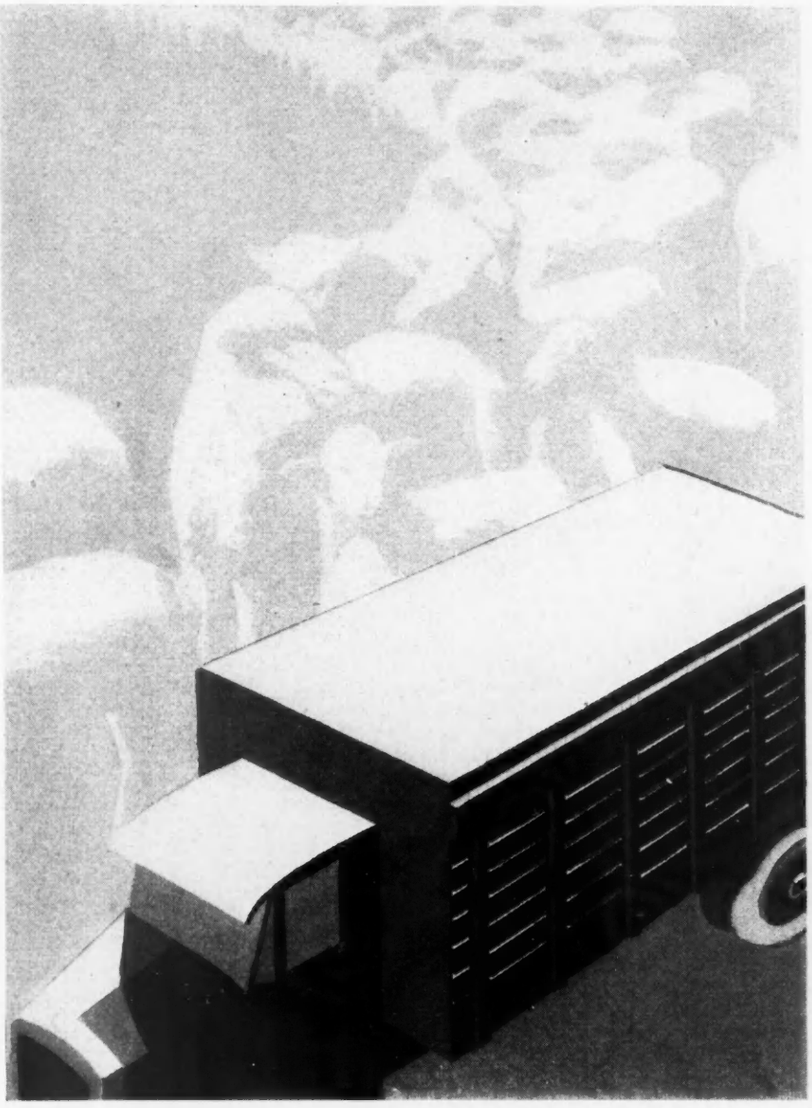
Hinged doors are fitted at the right side and at the end of the body for the easy loading, if necessary, of articles other than sheep. General dimensions of the body are as follows: Length, 18 ft.; width, 7 ft.; approximately overall height, 14½ ft. Weight of the chassis is about four tons and that of the body approximately two tons.

Similar in many respects to the Australian body is another used by a New Zealand farmer. The latter is also mounted on a Thornycroft chassis, but it has only two decks, is not demountable, and has no roof. A tarpaulin, however, is carried over the driver's cab for use in case of inclement weather.

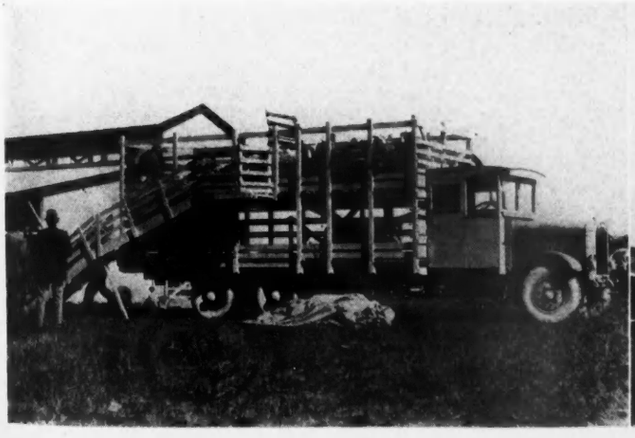
This farmer uses the truck quite frequently for transporting his stock long distances to markets, other farms, or livestock shows. One of his most recent trips was a run of 63 miles with a six-ton load of sheep to an agricultural show. The truck obviated a droving journey of six days in each direction, which would have fatigued the sheep considerably.

The body is more of the rack type of design than rail. Both decks are built as a single unit. Uprights extending from lower cross-members serve for both tiers. Only five side rails are bolted to the uprights, but each deck is inclosed by five runs of wire. Immediately under the deck floors are corrugated iron sheets, which are inclined to drain toward the sides. The ramp, also collapsible, is on the right side and is inclined about 30 per cent. Some of the sections of the ramp when folded form doors for the entrances. The body is about 18 ft. long, 7 ft. wide and 10 ft. high.

(Turn to page 58, please)



Below: Another Thornycroft chassis equipped with a double-deck in the service of a New Zealand sheep grower



IN DELIVERY LIES

By
Bill Prentice
Truck Salesman

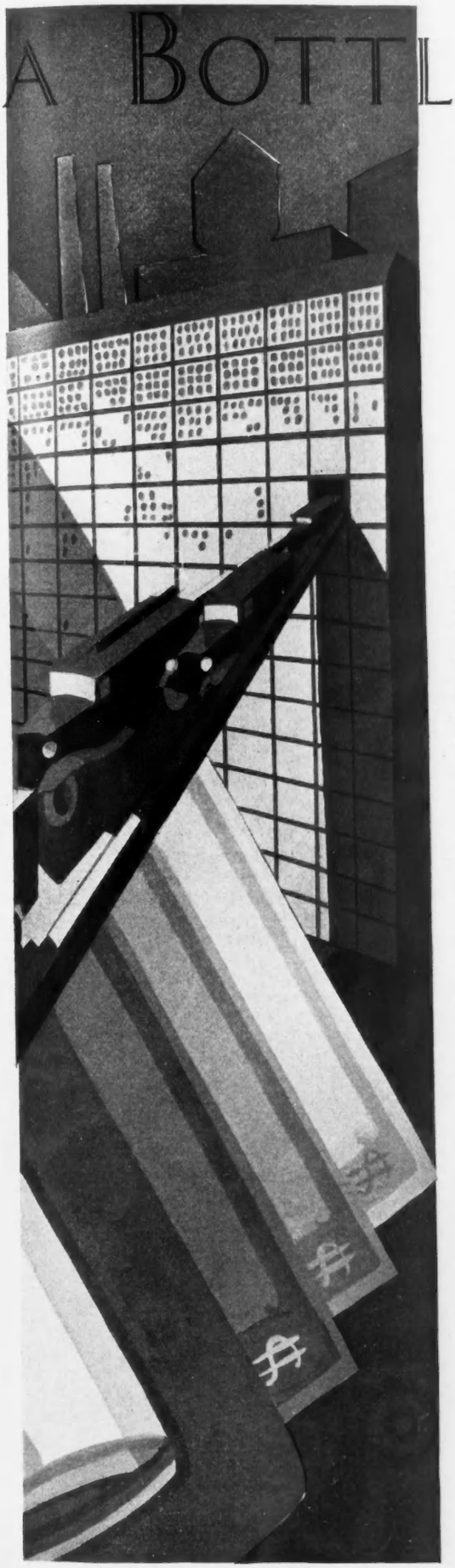
ASK any bottler of carbonated beverages what business he is in and the answer will be "bottling." No one would expect any other reply, but I have just got wise to the fact that the answer is all wrong. The most important business in which a bottler is engaged is transportation. Delivery expense is more than labor in the bottling plant, a whole lot more in fact, and is larger than manufacturing overhead, selling expense or general administration.

This bit of information, picked up during the annual convention of the American Bottlers of Carbonated Beverages in Atlantic City last month, jarred me loose from a lot of half-baked ideas I had concerning the delivery of soft drinks. Before I had time to recover from that blow, a speaker in one of the special meetings slipped me another. He was handing out advice for bottlers, but let me testify that what he said would have gone over big at any truck sales meeting without changing a word.

I had just settled down in the meeting room expecting to be bored to death and was wondering how long it would be before I could sneak out for a walk on the Boardwalk when a cost accountant arose to make a few remarks. Thinking to myself, I dared that accountant to say something that could keep me in that room more than a few minutes. He talked just about one minute before I decided that our wrecking car could not drag me out before the meeting was over.

Why all the enthusiasm for cost figures? Plenty of reason. Bottlers work on a very narrow margin of profit, if any. Here I had an idea that a bottler took a few cents' worth of flavor, a lot of water and a bit of fire-extinguishing gas and turned out a case of soft stuff for which people were glad to pay real money. All wrong. The list of accounts which take money from the income of a bottling plant is distressing. Bottle breakage, taxes, insurance, overhead in slack seasons and selling expense are but a few. After all the expenses and costs are paid the amount

A BOTTLER'S PROFIT



EDITOR'S NOTE

A member of the editorial staff was assigned to cover the annual convention and exhibition of the American Bottlers of Ca bonated Beverages in Atlantic City. While looking over the truck exhibits he met a friend, a truck salesman, who was attending the convention. The salesman said he had learned a lot about the bottling industry during the convention, and that as a result had decided it would pay him to work up a new sales approach for bottler prospects. Our staff man asked his friend to write his ideas informally and pass them along to other salesmen. Here's his story, telling what he learned and what his new sales approach will be.

left for profit is about the same size as that on some truck trade-in deals.

Because the margin of profit, if any, is so small, every item in the bottler's budget is important. If he slips up in management of any one department of his business he won't have to worry about the income tax next year. Naturally, a bottler, being a bottler, thinks first of all of his plant and its product. He takes pride in seeing that the place is kept clean, devotes much attention to syrups and flavors, and studies bottle-washing machines by the hour.

But in spite of all this effort he is likely to lose money instead of make it, according to this cost accountant, unless he figures costs and controls them. The association started a cost survey about two years ago to show how important it is for bottlers to know costs and to give the bottlers some figures for comparison. The results make sweet reading, no pun intended for truck salesmen in this field.

The survey helps us in lots of ways. First of all, it is a mighty strong argument in favor of accurate cost keeping. And trucks have not been left out of the cost records. On the contrary, the truck figures stick out all over the report. Most important of all, however, is the showing that delivery expense is the biggest account on the books, with the exception of material.

No prize-winning salesman is needed to figure out that this means a different approach for putting over sales of trucks to bottlers. I have wasted a lot of time trying to convince some bottler that my truck was a bit better than John's or Bill's. Seldom got very far with the argument, but now I know what was lacking. The bottler was not very much interested in *either* truck. He was thinking about that bottling plant, how to get out the production and keep down expense, and make some money.

I am forgetting all my stock sales talk for a while and getting something new ready for the bottlers. I am going to talk about profits first of all. I will toss in a sort of hand grenade, loaded with the facts shown by the bottler's association report, that the best bottler in the world will go broke if he makes a mess of handling his delivery. Before the smoke of that clears away I will follow up with the comforting remark that a pair of front wheels out of line will eat up the profits of a small bottling plant. I don't care whether my bottler prospect ever heard of a transportation counsellor or not, he will be ready to listen to some advice which will bring him returns in cash. In fact, I will be ready to follow up the first attack with just that sort of advice.

During one of the special meetings a successful bottler told that he had saved two hours per day per truck by using a different type body. He did not guess about it either. He made careful tests

(Turn to page 45, please)

JUMBO EXTRA AXLES FOR FORD AA TRUCKS

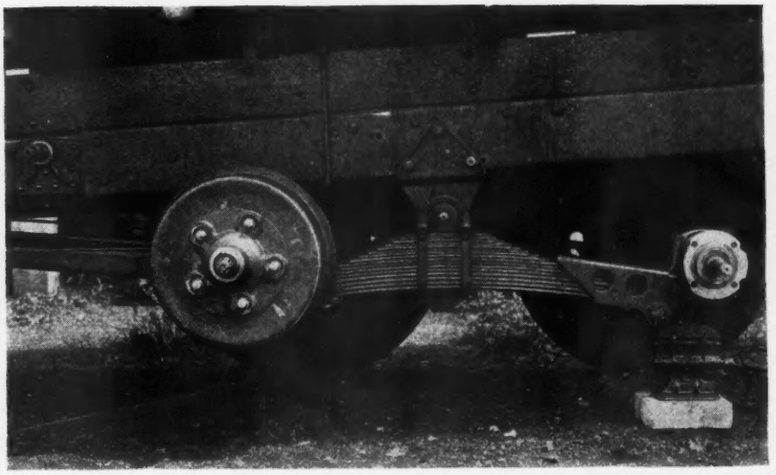
Multi-Wheelers Are Offered in Two and Four-Wheel Drive Models

THE Price-Hollister Co., Rockford, Ill., is offering an attachment for converting Ford Model AA truck chassis into six-wheel vehicles. These attachments, known as Jumbo Multi-Wheelers, employ either a dead or live extra axle driving two or four wheels of the two rear axles. The extra live axle is built up from a Ford rear axle, which is fitted with a short torque tube, driveshaft and radius rod. The short driveshaft is driven by a special worm which replaces the regular worm in the forward axle and the short torque tube is attached to the rear of the forward axle by a ball cap with Ford universal joint. The extra dead axle is designed to take standard Ford front wheels and bearing assemblies.

The Jumbo line comprises five models embodying two types of design. The first design, supplied with dead or live extra axles, employs four semi-elliptic springs and two equalizing beams. The second design, which is offered with a dead axle only, is an adaptation of the regular Ford spring and does not embody an equalizing beam. While frame extensions are provided in both designs, they differ in construction. The first design employs a frame extending from the cab backward, which is mounted above the Ford frame and riveted to it at three points on each side. The second design employs a frame that encases the rear end of the regular Ford frame.

Frame and spring construction of the models of the four semi-elliptic spring designs are practically the same. An equalizer beam is trunnion-mounted on each side of the frame. The rear end of the forward spring is shackled to the front of the beam and the rear end of the rear spring to the rear of the beam. The front ends of the springs are shackled frame brackets. The live axle models of this design list at $435 and the dead at $395. Each type is offered in two frame lengths, 11 ft. 9 in., standard, for general purpose, and 8 ft. 9 in., special, for dump service.

The light Jumbo dead axle unit, which also includes a frame extension, does not employ an equalizing beam. In this model the regular Ford cantilever spring is moved back about 30 in. and connected to both rear axles. So that the forward or driving axle will carry 60 per cent of the load, the rear or dead axle is placed about 5 in. to the rear of the spring end, by the attachment of special castings to the rear ends of the springs. The axles are assembled to the spring ends by patented universal ball spring-hangers, which permit free action of the axles in all directions. Specially mounted drag links hold the extra rear axle in alignment.



Above: Four-wheel drive Jumbo Multi-Wheel unit, in which the equalizing beam is employed. Right: Bracket at rear of cantilever spring puts more load on drive axle than extra dead axle of light unit

AUTOCAR 12-TON TRACTOR HAS ENGINE UNDER HOOD

Option of Four Gear Ratios in Double Reduction Rear Axle

MODEL SCMT, a 12-ton six-cylinder tractor, is the largest of the Autocar line of truck tractors for semi-trailer operation. It is built only in the conventional engine-under-hood design, differing from the six and eight-ton models which are available with either four or six-cylinder engines and with engines under hoods or under seats.

The engine is a 4½ by 4¾ in. seven-main-bearing six, developing 97 hp. at 2000 r.p.m. Ignition is by Robert Bosch ZR-6 magneto with impulse coupling. Carburetor is a Stromberg OT-4, supplied by vacuum tank from a 31-gal. tank. A Handy suction-type governor is regularly supplied. Clutch is a dry plate.

Mounted amidships, the four-speed transmission embodies case-hardened, drop-forged, nickel-steel gears and shafts. A standard S.A.E. power take-off opening is provided.

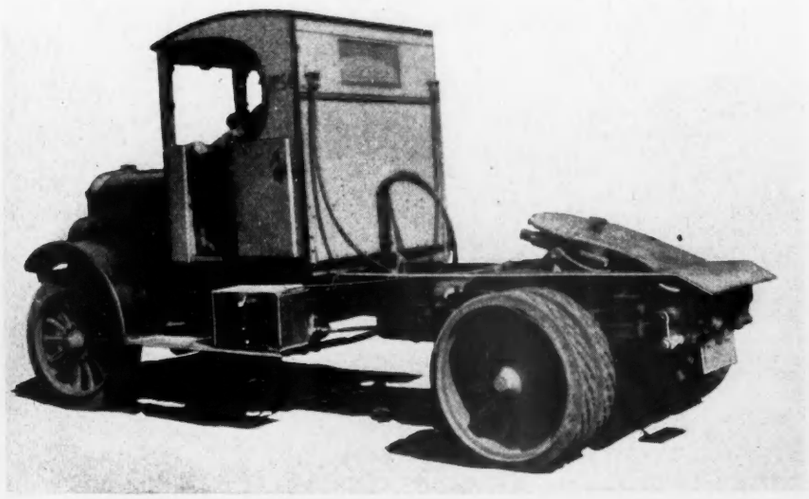
Autocar design double-reduction gear is employed for final drive in the full-floating rear axle. Standard ratio is 9.89 to 1, with options of 7.24, 8.72 and 10.92 to 1. Torque is taken through the springs. A four-plate auxiliary spring is mounted above the rear main spring on each side.

Service brakes are of internal type on rear wheels with cast-iron drums. Hand brake is a 16-in. disk mounted on the driveshaft.

Equipment includes Reed air cleaner, thermostat, H.W. Filtrator and Alemite chassis lubrication. Leece-Neville lighting system, or both starting and lighting, are available.

Specifications of Autocar Tractor

Model	SCMT
Capacity	12 tons
Wheelbase	142 in.
Tires, front	34 x 7 solid
Rear	43 x 14 solid
Engine, size	6-4½ x 4¾ in.
Displacement	453 cu. in.
Hp. and r.p.m.	97 @ 2000
No. main bearings	7
Oiling system	Pressure
Carburetor, make	Stromberg
Feed	Vacuum
Ignition, type	Magneto
Make	Robert Bosch
Generator and starter	Leece-Neville
Gasoline tank, capacity	31 gal.
Radiator type	Tubular
Temperature control	Thermostat
Clutch, type	Dry plate
Transmission, make	Own
Mounting	Amidships
Speeds	4
Rear axle, type	Full-floating
Drive	Dual reduction
Steering gear, make	Ross
Service brake, type	Internal
Location	Rear wheels
Operation	Mechanical
Hand brake, type	Disk
Location	Driveshaft
Springs, front	41½ x 2½-14
Rear	53¼ x 3½-16
Auxiliary	4 plate
Frame, type	Tapered
Size	9 x 3 x ¼
Wheels, type	Metal spoke

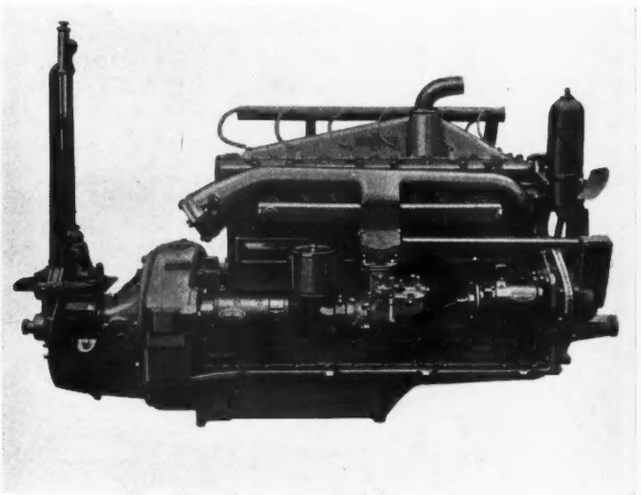


LaFrance-Republic

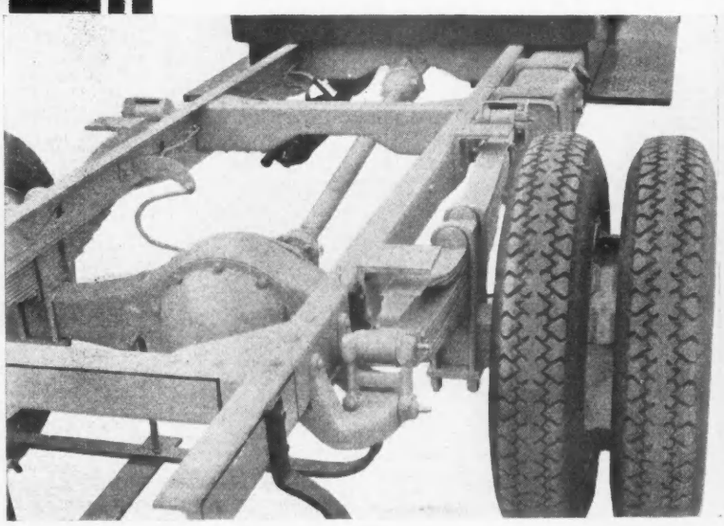
Model A-1 Marks Entrance Into 1-Ton Field; Model D-1 is New 2-Tonner, and Chieftain Rounds Out Chief Series

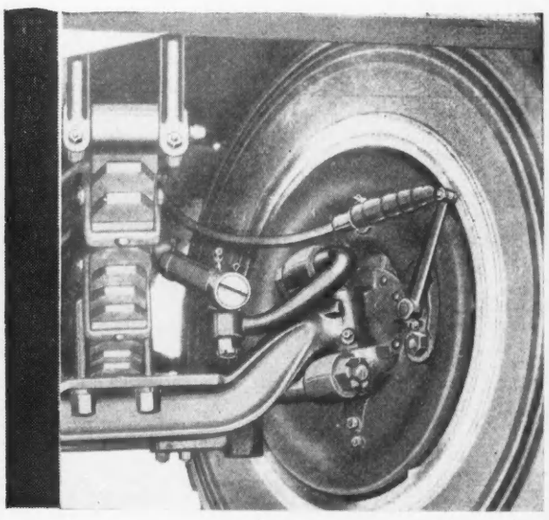
A 1-TON SIX listing at less than $1,000, which marks entry of La-France-Republic into the one-ton truck field, is but one of three new models announced by this company. The others are a 2-ton six listing at $1,595, and the "Chieftain," which has a payload capacity of from 3 to 4 tons, according to equipment and body weight. Both the smaller models are rated on the vehicle gross weight basis, A-1, the one-ton, being rated 6000 lb. and D-1 at 9000 lb.

Model A-1 embodies a six-cylinder Lycoming engine, 2⅞ by 4¾ in. with 185 cu. in. piston displacement, a four-speed Fuller transmission mounted in unit with engine and Columbia front and rear axles. The rear axle is a bevel semi-floating unit with gear ratio of 5.86 to 1. Chassis price is $990, with 5.50/20 balloon front tires and 32 by 6 in. high pressure rear tires. New ideas in design and front-end construction in Model A-1 have greatly enhanced the attractiveness of this new Republic. The front fenders sweep gracefully to the running board. The radiator is narrow and deep. The bowl-type headlights have 11-in. lens with chromium plated rims. Hood louvers are set at a vertical slant instead of being horizontal.



Above: Right side of the unit powerplant of the Chieftain. Note the high-mounted oil filter, the governor just below, and the air-cleaner. Below, left: Section of the D-1 chassis showing side mounting of the gasoline tank and special spring brackets which keep the auxiliary spring even with top of the frame. Below, right: Close-up of front axle and wheel of Chieftain showing cable control of Bendix brake





OFFERS 3 MODELS

Two models are offered of the 9000 lb. gross weight chassis. Model D-1 is recommended for a 9-ft. body and has 144-in. wheelbase, while an 11-ft. body is advised for the 165-in. wheelbase Model DA-1. Major specifications of the two models are the same, including Lycoming engine with six-cylinder 3¼ x 4½ in. 224 cu. in. piston displacement developing 55 hp. at 2500 r.p.m.; Fuller four speed unit-mounted transmission; Timken front and rear axles, the latter being a full-floating bevel gear with standard ratio of 5.83 to 1 and an optional ratio of 6.8 to 1.

Both A-1 and D-1 chassis are equipped with Lockheed four-wheel hydraulic brakes.

The Chieftain model was designed to fit in between the "Chief" and the "Big Chief" models. The engine is a Buda, with cylinders 4⅛ x 5⅛ in., governed at 1800 r.p.m. An oil filter and air cleaner are standard equipment. A four-speed amidships mounted transmission with a two-speed auxiliary mounted in unit with the clutch provide eight forward speeds and two reverses.

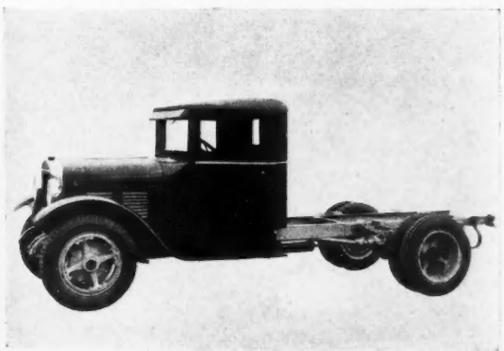
Brakes on the Chieftain are Bendix type on both front and rear wheels, and they are operated by a vacuum booster through cables.

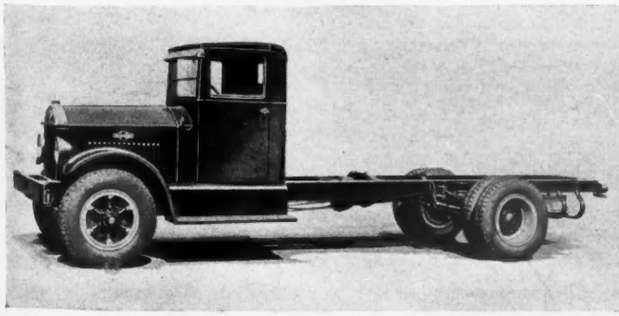
Front and rear axles are Timkens, the rear axle being a full-floating type worm drive unit with standard ratio of 6 to 1. The drop-forged spring brackets and shackles are extra large and specially designed to keep the auxiliary springs even with the top of the frame. Drive is taken through tubular radius rods.

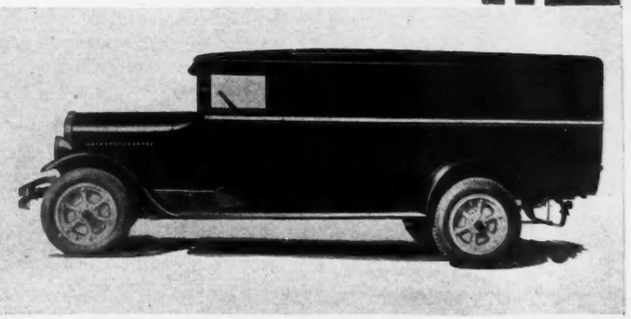
The Chieftain model is in production at the Bloomfield, N. J., factory of the LaFrance-Republic. Corp.

SPECIFICATIONS

	A-1	D-1	Chieftain
Price	$990	$1,595	$5,500 to $5,750
Capacity, tons	1 ton	2 tons	3 to 4 tons
Straight rating	6000 lb.	9000 lb.	None
Chassis weight	3100 lb.	3750 lb.	7200 lb.
Wheelbase, standard	132 in.	144 in.	160 in.
Optional	None	165 in.	175, 190, 205 in.
Tires, front	5.50 x 20B	30 x 5 in.	36 x 8 in.
Rear	32 x 6 in.	30 x 5 in. D.	36 x 8 in. D.
Engine, make and model	Lycoming	Lycoming 4S6	Buda
Size	6-2⅞ x 4¼ in.	6-3¼ x 4½ in.	6-4⅛ x 5⅛ in.
Hp. and r.p.m.	58 hp. @ 3000 r.p.m.	55 hp. @ 2500 r.p.m.	75 hp.
Valve arrangement	L-head	L-head	L-head
No. of main bearings	4	4	....
Diameter	2⅛ in.	2⅛ in.	....
Total length	7 in.	8 3/16 in.	....
Ignition, make	Auto-Lite	Auto-Lite	Delco-Remy
Starter, generator, make	Auto-Lite	Auto-Lite	....
Carburetor, make	Zenith	Zenith	Zenith
Fuel feed	Vacuum	Vacuum	....
Gas tank capacity	12 gal.	12 gal.	30 gal.
Radiator, make	G&O	G&O	....
Type	Cellular	Cellular	....
Clutch, make	Borg & Beck	Fuller	Borg & Beck
Type	Plate	Multiple disk	Plate
Transmission, make	Fuller	Fuller	Fuller
Mounted and speed	4-unit	4-unit	4-unit
Auxiliary, make and speed	None	None	Fuller-2
Universals, make	Superior Univ. Prod.	Superior	Spicer
Front axles, make	Columbia	Timken	Timken
Rear axles, make	Columbia	Timken	Timken
Final drive	Bevel	Bevel	Worm
Type	½ floating	full-floating	full-floating
Ratio, standard	5.86 to 1	5 5/6 to 1	6 to 1
Optional	None	6 8/10 to 1	....
Torque and drive	Springs	Springs	radius rods
Steering gear, make	Hannum	Hannum	....
Type	Screw and lever	Screw and lever	....
Service brakes	Hyd. 4-wheel int.	Hyd. 4-wheel int.	Mechanical 4-wheel int.
Auxiliary operation	None	None	Vacuum booster
Hand brake, location	Drive shaft	Transmission	Rear trans.
Springs, size, front	38 x 2 in.-8	38 x 2 in.-11	42 x 2½
Rear	52½x2½ in.-11	52¼x2½ in.-18	54 x 3
Auxiliary leaves	None	On spring	36 x 3
Frame, size	6 x 2 x 3/16 in.	6 x 2 x ¼ in.	9 x 2½ x ¼ in.
Wheels, make	Meldrum Gabrielson	Michigan Steel	....
Type	D.F.I.	Spoke steel	Spoke steel







Left: LaFrance-Republic Model D-1 9000 lb. gross weight chassis, which lists at $1,595. Below, left: Model A-1, the company's first one-ton truck. It has a vehicle gross weight rating of 6000 lb. and lists at less than $1,000. Below, right: The Chieftain, rated at 3 to 4 tons, fits between the Chief and Big Chief models

AFTER HOURS

Boom!

The truck industry, as every one must know who hasn't spent most of the past year improving his pocket-billiard game, has racked up a bunch of records this year that make it look as if in the past no one had been really trying to sell trucks. Domestic sales, exports and production totals already have touched starry heights, and by the end of the year they will have reached the moon.

Yet while these achievements merit the doffing of one's hat, the industry has established still another record which one ought to observe by throwing his hat high in the air. We refer to the unprecedented fact that new truck stocks, like a lot of stocks you'd rather we didn't mention, "fa' down and go boom!" but with general rejoicing. Here's how:

For the first 10 months of this year, domestic truck sales in this country (using round figures) were 470,000. American truck exports (U. S. and Canada) were 305,000 for the same 10 months. Production in the U. S. and Canada for the same period was 730,000. Adding sales and exports we get a total of 775,000 units sold. Comparing this with total production of 730,000 we find that the industry in order to satisfy demand had to draw upon stocks for 45,000 units.

If you've ever seen the likes of that you'll pardon us if we doubt you. It has been a quaint custom to wind up each year by hanging an increase in stocks on the industry's Christmas tree.

Proving there is a Santa Claus if the trade will only work hard enough.

"Schops"

About this time of the year every well-organized dealer prepares for the annual casting of accounts which will tell him whether he played Santa Claus to a lot of truck buyers or whether he conducted his business so that it would net him a neat profit gift.

We know some dealers who ate pork chops last Thanksgiving Day. Turkey to them was merely something that they might have talked to prospects who got the better of them in deals. The pork chops, you might say, represented the hoggish attitude they took to get business away from dealers who have the sense to realize that over-allowances on trade-ins butter no parsnips.

One of the resolutions that every truck dealer ought to make on New Year's Eve is to pledge himself to conduct his business with more regard for self-advancement. This would entail not merely a decision to exercise better judgment on trade-in allowances, but also a resolve to get better results out of every department of his business—particularly the service department.

Outside of profits on the sale of a new truck, the average dealer ignores the potentialities of his maintenance department most. In our travels we have found dealers who saw no cause for dissatisfaction because their service shops lost money, and who would have celebrated it as a memorable event if the shops had merely broken even. There could be no better proof that there's something in Denmark offensive to the nostrils.

In the next few months this publication will have much of interest and value to say on the subject of profitable operation of service shops, and if some dealers, after we have given them a glimpse of the Promised Land from our own Mount Sinai, prefer to stick to the Egypt that brings them nothing but red ink, the blood be upon their own heads.

As matters stand, shop operation and pork chop are so closely related that the spelling we ought to adopt is "schop."

Phew!

A legislator, we have come to believe, just follows his nose. And if some smart politician happens to be attached to the pulling end of the nose, the following is just that much more certain.

Out in Nebraska legislators recently followed their noses and, totally disregarding the smells they set up in the adjoining states of Iowa, Kansas, Missouri, South Dakota and Minnesota, enacted a law making it compulsory for truck operators from other states to purchase Nebraska license plates if they did business in Nebraska. We say they followed their noses because, had they followed the course of reason, they would have known and recognized that other states benightedly have tried the same gag on truck transportation with consequences creditable to no one.

It ought to be apparent by now that a license plate war, in which one state thumbs its nose at a group of allied neighbor states, is nothing more than a self-imposed case of pernicious anemia.

The whole affair is another bit of evidence that legislators seldom think for themselves, and seldom still do they think soundly, and that for this reason truck operators everywhere ought to band themselves more firmly together and do some constructive thinking for them where truck matters are concerned.

Hear Ye

We may not get our Christmas shopping done early, but doing our Yuletide wishing early is, as only editors dare put it, a "real pleasure impelled by the exigencies of publication." Since to do it in the next issue would be too late, let the editorial and business staffs of COMMERCIAL CAR JOURNAL AND OPERATION & MAINTENANCE now be the first to wish you sincerely a "Merry Christmas and a very prosperous New Year." To ape a well-known cigarette slogan, "Reach for a Christmas and a New Year and enjoy both!"—G. T. H.

for Economical Transportation

CHEVROLET

Always Ready!

any weather—any road—any time

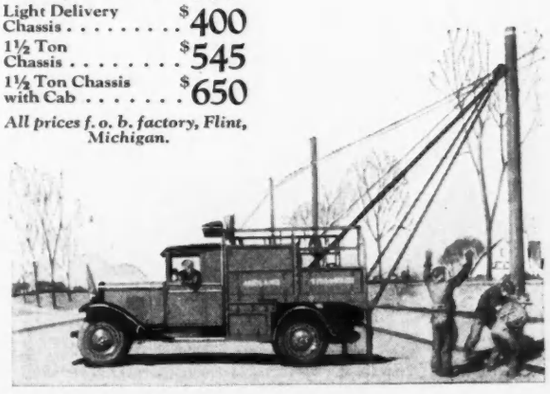
Rain, sleet or snow . . . gravel, concrete or clay . . . morning, noon or night—it matters not when a call comes in for service! For service is the watchword of American business. And nothing is so vital to good service as dependable transportation—a truck that is always ready . . . any weather, any road, any time!

It is this very factor of dependability which has won for the new Chevrolet Six-Cylinder Trucks such a loyal following among service organizations everywhere. And small wonder—for here is a great six-cylinder valve-in-head engine of thoroughly proved design . . . big, powerful, non-locking 4-wheel brakes . . . full ball bearing steering mechanism . . . and scores of additional features that contribute to safety, dependability and endurance.

See your Chevrolet dealer today—and arrange for a trial load demonstration!

Sedan Delivery	$595
Light Delivery Chassis	$400
1½ Ton Chassis	$545
1½ Ton Chassis with Cab	$650

All prices f. o. b. factory, Flint, Michigan.



CHEVROLET MOTOR COMPANY, DETROIT, MICHIGAN
Division of General Motors Corporation

A SIX IN THE PRICE RANGE OF THE FOUR

4 Body Styles on

Panel, Express and Platform Types Available in Two Lengths

MACK is building four standard bodies for its latest truck chassis, a 1½-ton, six-cylinder, four-wheel brake job designated as Model BG. The bodies, specially designed to cover a wide range of delivery service are streamlined and have a de luxe appearance. In addition to four standard types which are offered, namely, delivery, open express, covered express and platform with removable stakes, the company is prepared to offer other types built to specifications. The bodies are available for either of two standard wheelbases of the chassis, 156 and 168 in.

Designed for fast delivery service the new chassis is powered by a 3⅝ x 5-in. engine developing 75 hp. at 2600 r.p.m., has a comparatively fast rear axle of 5.44 to 1, a four-speed transmission, four-wheel internal brakes, operated mechanically with vacuum booster and 32 x 6-in. pneumatic tires all around.

Two of Mack's standard bodies, the panel and covered express, combine the cab and windshield with the cargo-carrying compartment. The entire exterior of the panel job, except the roof, is covered with steel. To improve appearance, rounded corners, belt-line on line with top of hood, sharp peaking of roof at the front and attractive color combinations have been employed. The same general lines of construction are followed in the covered express body which also is reinforced with metal. The roof of this body is well slatted and is supported by the cab, of which it is an integral part, and four uprights, two on each side, to the rear of the cab. Curtains are furnished permitting the rear compartment to be fully closed.

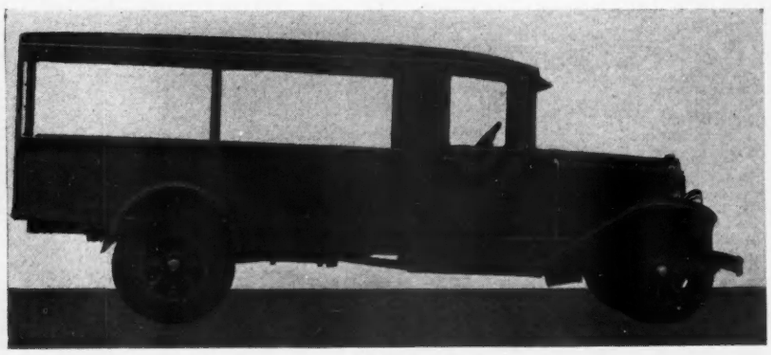
The other two bodies are not integral with the cab and

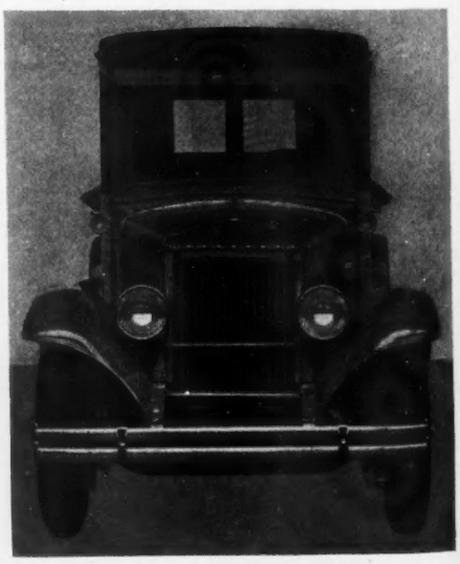
(Turn to page 60, please)

SPECIFICATIONS

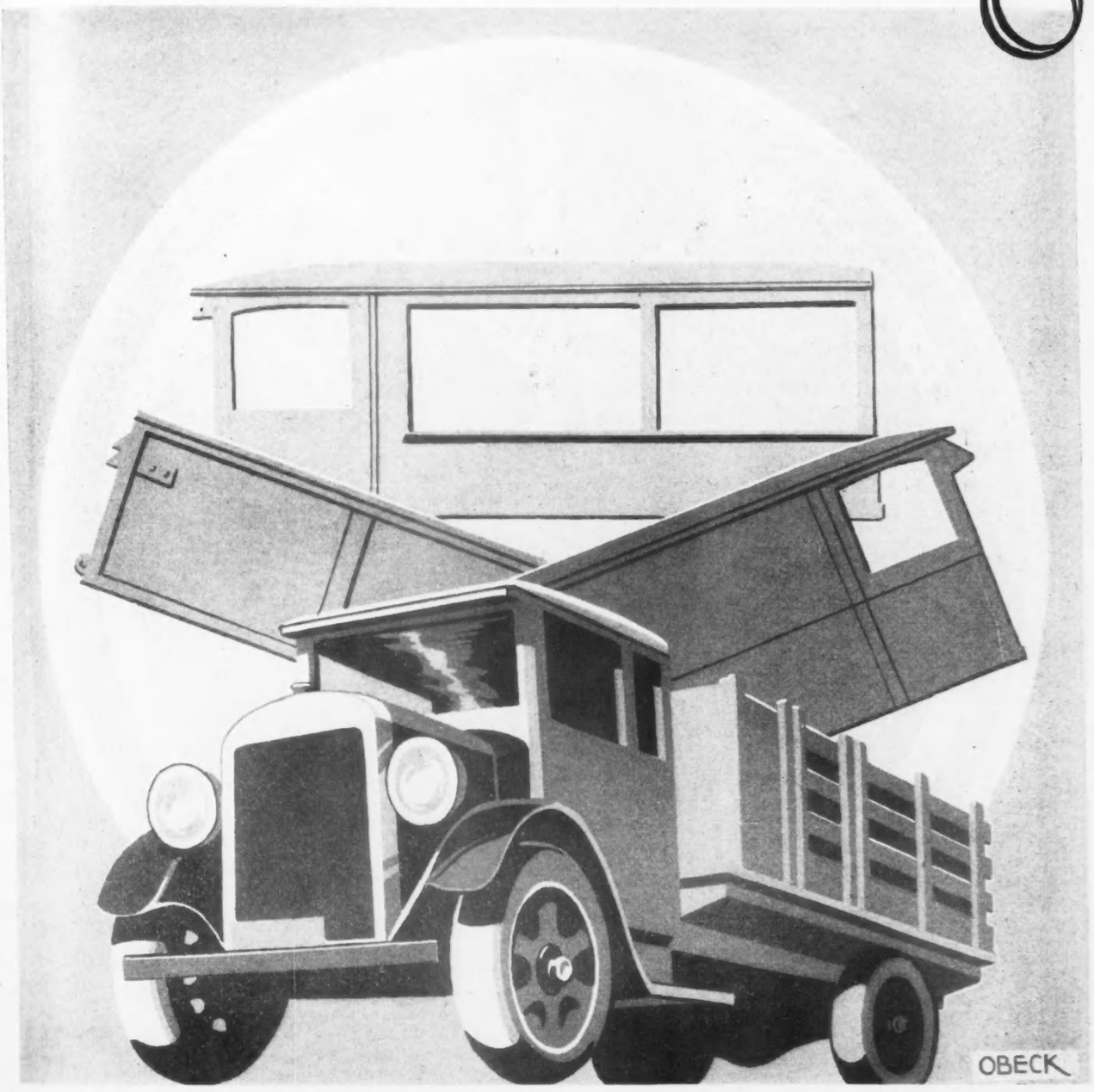
Model	BG
Capacity	1½-ton
Wheelbase, standard	156, 168 in.
Tractor	138 in.
Tires, front	32 x 6 in.
Rear	32 x 6 in. dual
Engine, make and model	Own
Size	6-3⅛ x 5 in.
Hp.	75 hp. @ 2600 r.p.m.
Valve arrangement	L-head
No. of main bearings	7
Size of main bearings	2⅛ in.
Oiling system	Pressure
Ignition, type	Battery distributor
Fuel feed	Vacuum
Gas tank capacity	20 gal.
Radiator type	Tubular
Clutch, make	Own
Type	Multiple disk
Transmission, make	Own
Mounted and speed	4-unit
Front axle, make	Own
Rear axle, make	Own
Final drive	Bevel
Type	Full-floating
Ratio, standard	5.44 to 1
Optional	4.90 to 1; 6.12 to 1
Torque and drive	Springs
Steering gear, make	Own
Type	Worm and sector
Service brakes	4-wheel, internal mechanical
Auxiliary operation	Vacuum booster
Hand brake, location	Driveshaft
Springs, front	42 x 2½ in.
Rear	54 x 3 in.
Frame, size	7 in.

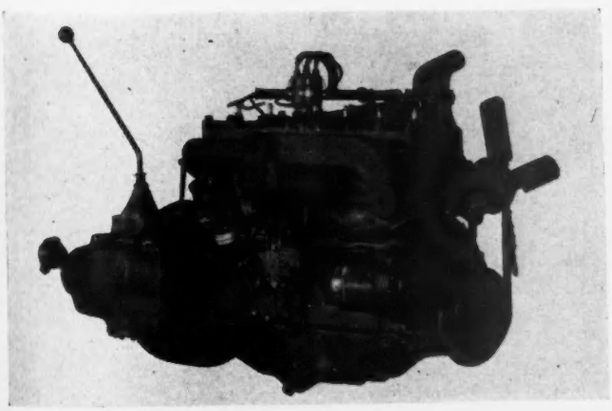
Below, left: New 1½-ton Model BG Mack equipped with a covered express body. Below, right: Front view of the new Mack. The right side of the powerplant used in this model is shown on the next page. Note the exhaust heated intake riser controlled by the throttle; the exhaust manifold which goes down at the front to keep heat away from floor boards; crankcase ventilator extending from carburetor to valve chamber, and the forward mounting of the water pump, which is integral with the fan





MACK 1½-TON 6





Body Dimensions for 156-Inch Wheelbase Model BG

	Panel In.	Open Express In.	Covered Express In.	Platform In.
Length	168¼	132	168¼	132
Width	60	78	60	78
Inside loading length	122	132	122	114
Inside width	56¼	66	51½	72
Inside height	54¼	..	54¼	..
Height of side panel	..	16	18¼	..
Width of flare	..	6	7½	..
Height of rack	..	..	..	30
Width of door or gate	47	66	..	..

FLAT RATE PRICE LIST NUMBER 36

REO TRUCK

Brakes

Two-Wheel Brake Models

B-1. Wash off grease from one rear wheel and brake and renew grease retaining washers when wheel with hub or drum is off
F4, T-6, G $1.80

B-3. Service, adjust minor only
F-4, T-6 ..... 1.00
G 1.25

B-4x. Service, free up and adjust complete
F-4, T-6 ..... 3.75
G 4.00

B-5. Service, adjust complete
F-4, T-6 ..... 1.75
G 2.00

B-6. Hand brake, adjust complete
F-4, T-6 ..... 2.00
G 2.50

B-6x. Hand brake, free up and adjust (rear wheel type)
F-4, T-6 ..... 3.00
G 3.50

B-7. Service and hand brakes, both on rear wheels, adjust complete
F-4, T-6 ..... 3.50
G 4.25

B-9. Outer rear brakes only, reline
F-4, T-6 ..... 8.75
G 10.25

B-10. Inner rear brakes only, reline
F-4, T-6 ..... 8.75
G 10.00

B-11. All two wheel brakes, reline
F-4, T-6 ..... 12.25
G 13.00

B-13x. Service brakes, on rear wheels, install relined exchange bands and adjust
F-4, T-6 ..... 7.00
G 7.75

B-15. Wheel drum, remove and replace or renew one, when wheel with hub or drum is off axle
F-4, T-6 ..... 1.00
G 1.25

B-21. Overhaul service brake operating mechanism, including relining and renewal of brake drums
F-4, T-6 ..... 16.50
G 18.00

Four-Wheel Brake Models

1. Install four-wheel hydraulic brake system in place of four-wheel mechanical brake system
FA, FE, FF, FC, FD $70.00
GA, GC, GD 80.00

Four-Wheel Hydraulic Brakes

B-1. Wash grease from rear wheel and brake and renew felt washers, one side, wheel off
F and G series $1.80

B-2. Wash grease from front wheel and brake and renew felt washers, one side, wheel with hub and drum off
F and G series 1.20

B-3. Service, adjust at cams only
Jr., DA, DC 1.10
F and G series 1.25

B-4. Service, adjust complete, includes complete adjustment but does not include bleeding
Jr., DA, DC 3.25
F and G series 3.50

NOTE

Brake prices given in this table supersede those previously published for models F-4 and T-6.

Whenever prices are given for F and G series, four-wheel hydraulic brakes, the prices apply to models FA, FE, FF, FC, FD, GA, GC and GD.

Operations are based upon those in Rapid Flat Rate and Repair Data Book published by Chilton Class Journal Company.

The Reo prices are continued from last issue and additional prices will be given in an early issue.

On Operation R-10 on Series B and BA of Speed Wagon Jr. remove ring gears, on Model GA, GC and GD back off ring gear, then readjust.

B-4x. Service, free up and adjust complete (includes B-4)
Jr., DA, DC 4.75
F and G series, front 4.75
F and G series, single rear wheel 4.75
F and G series, dual rear wheels 6.00

B-6. Hand, adjust complete (transmission)
Jr., DA, DC, F and G series ..... .75

B-6x. Hand (transmission) free up and adjust
Jr., DA, DC 1.75
F and G series 2.25

B-8. Bleed hydraulic system and adjust brakes complete
Jr., DA, DC 4.75
F and G series, front 6.25
F and G series, rear 7.75

B-10. Inner rear brakes only, reline
Jr., DA, DC 7.00
F and G series, front 7.00
F and G series, single rear 7.00
F and G series, dual rear. 7.75

B-12. Transmission brake, reline
Jr., DA, DC 3.25
F and G series 3.75

B-13. Four-wheel service, reline, includes complete adjustment
Jr., DA, DC 12.50
F and G series, single rear wheels 13.00
F and G series, dual rear wheels 13.75

B-13x. Service brakes, install relined exchange shoes and adjust
Jr., DA, DC 8.50
F and G series, single rear wheels 9.00
F and G series, dual rear wheels 9.75

B-16. Wheel drum recondition one, when wheel is off axle
All models 2.00

B-17. Transmission drum, remove and replace
Jr., DA, DC 3.00
F and G series 3.50

B-18. Master cylinder, hone and renew cups. Bleeding not included
All models 2.25

B-19. Wheel cylinder one, hone and renew cups. Bleeding not included
Jr., DA, DC 3.00
F and G series front 3.00
F and G series, rear 3.50

B-19a. Same as B-19 when wheel is off
Jr., DA, DC 2.00
F and G series 2.00

B-20. Renew one wheel cylinder casting and cups. Bleeding not included
Jr., DA, DC 2.75
F and G series, front wheels 2.75
F and G series, rear wheels 3.25

B-20a. Same as B-20 when wheel is off
All models 2.00

B-21. Overhaul service brake operating mechanism, includes relining of shoes and reconditioning of brake drums
Jr., DA, DC 32.00
FA, FE, FF, FC, FD 34.00
GA, GC, GD 35.00

B-22. System, bleed only
All models 1.50

NOTE: Use B-22 to complete B-18, B-19, B-20 but add it only ONCE.

Rear Axle

R-1. Assembly, remove and replace
F-4 ..... $8.75
T-6 ..... 8.00
Jr., DA, DC, FA, FE, FF, FC, FD 8.75
G, GA, GC, GD 11.50

R-2. Axle housing only, renew
F-4 ..... 16.50
T-6 ..... 15.75
Jr., DA, DC, FA, FE, FF, FC, FD 16.50
G, GA, GC, GD 21.00

R-4. Axle shaft, renew one
All models 3.50

R-4b. Axle shaft, remove and replace
F-4 ..... 2.25
T-6, Jr., DA, DC, FA, FE, FF, FC, FD 2.50
G, GA, GC, GD 3.25

R-5. Differential carrier assembly, overhaul, including pinion and ring gear
F-4, T-6 ..... 14.25
Jr., DA, DC 15.75
FA, FE, FF, FC, FD 16.00
G, GA, GC, GD 18.00

R-6. Differential carrier, remove and replace
F-4, T-6, Jr., DA, DC, FA, FE, FF, FC, FD, G ... 4.75
GA, GC, GD 5.25

R-7. Ring gear and pinion, adjust
F-4, T-6, Jr., DA, DC, FA, FE, FF, FC, FD 5.25
G, GA, GC, GD 6.50

R-8. Ring gear and pinion, renew, when carrier is out
F-4, T-6, Jr., DA, DC 4.75
FA, FE, FF 5.00
FC, FD 5.15
G, GA, GC, GD 5.20

R-9. Ring gear and pinion only renew
F-4, T-6, Jr., DA, DC 8.25
FA, FE, FF, FC, FD 8.75
G, GA, GC, GD 9.15

R-10. Pinion carrier assembly, remove and replace
F-4, T-6 ..... 4.40
Jr. 9.75
DA, DC, FA, FE, FF, FC, FD 4.40
G 4.75
GA, GC, GD 7.00

R-11. Remove rear cover, wash out, inspect gears, replace cover and refill
F-4, T-6, Jr., DA, DC, FA, FE, FF, FC, FD 3.75
G, GA, GC, GD 4.25

R-12. Axle shaft, adjust end play
T-6 Jr., DA, DC 1.80
FA, FE, FF, FC, FD 1.90
G 2.00

SERVICE HINTS

From Shop and Factory

$5

Ideas for Service Hints from shop men are welcome. Tell all about the idea in shop terms and send drawing or photograph. Five dollars will be paid each successful contributor.

Thawing Gas Lines

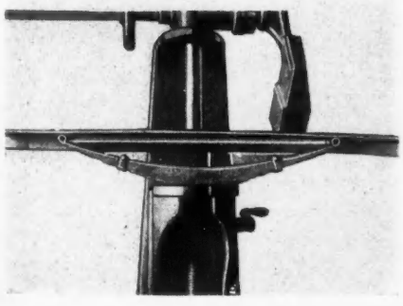
How to thaw out a gasoline pipe, fuel filter or carburetor bowl which is clogged by ice formed from water in the gasoline system is no academic question for a driver stuck on the road some bitter cold morning. Heat is needed and a tuft of waste and some gasoline from the main tank drain plug will supply it, but this method is not safe.

The radiator, which should be full of hot water, may be called upon. The water can be drawn from the drain valve through a piece of rubber tubing and squirted on the frozen part or if no tubing is at hand the water can be drawn out in a tin can.

Ford Front Spring

There will be use for Model T rear axle shafts as long as Model A front springs retain their present dimensions. A fleet maintenance man who struggled with the ends of front springs on Model A decided to work out a better plan of lining the spring ends with the shackles than prying with bars of various sizes.

He found that a Model T passenger car rear axle shaft is just long enough to spread the spring eyes apart far enough to line up with the shackles. When the Model A front spring is out of the vehicle the eyes are too close together to permit the axle to be placed in position. This difficulty is easily overcome by placing the spring on the bed of an arbor press, placing a piece of angle iron across the eyes, as shown in the illustration, and pushing down with the press ram. When the spring has been deflected enough the axle shaft is put in position and it is held firmly when pressure is released.



Ford front spring

Universal Joint Trouble

A tank truck hauling water for a contractor gave a lot of trouble with universal joints. The service was not unusually severe and the owner was not able to account for the evidences of destructive forces in the drive line. The clutch was okay, the driver was careful, other trucks of the same model stood up well.

Surge of water in the tank when the truck started was the cause of the trouble. The tank was not baffled and the water moved rapidly from one end to the other. When the truck was started in first the water moved to the rear, when the clutch was released to engage second the water moved forward in a wave and then just as power was applied in second speed the water hit the back of the tank again.

Baffles in the tank cured the universal joint trouble.

Vent Crankcase While Filling

Oil filler spouts of some engines become air-bound while oil is being poured through them into the crankcase. A maintenance man in charge of a fleet of Ford AA trucks discovered by accident that this trouble can be overcome by leaving the oil level rod out while pouring in oil. The hole which ordinarily is closed by the rod provides a vent for the air and oil runs in the spout without bubbling back.

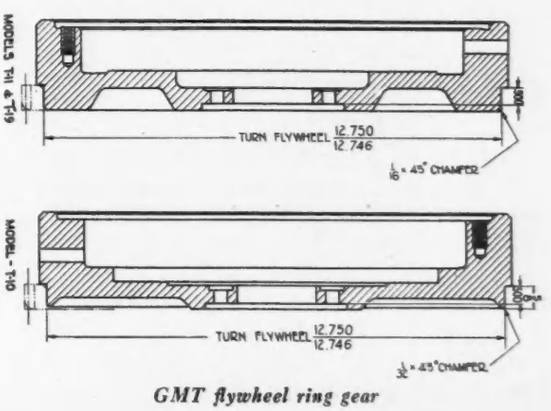
GMT Flywheel Ring Gears

Flywheels on GMT truck Models T-10, T-11 and T-19 may be modified for application of steel gear. The gear when round measures 12.727 to 12.723 in. and .013 to .023 in. is allowed for shrink fit.

Dimensions for turning flywheels for gears are given in accompanying diagrams.

To install gear, heat the ring not more than 400 deg., melting point of 50-50 solder. Place hot ring gear over newly machined portion of flywheel with beveled end of teeth up. Tap ring gear against shoulder on flywheel and allow to cool in air. Do not quench with water or oil.

Flange of crankshaft and recess in flywheel must be clean and free of burrs or particles of metal when flywheel is reinstalled. Check rear face of flywheel with a dial indicator, runout must not exceed .010 in. Ring gears are available from GMT parts stocks.



GMT flywheel ring gear

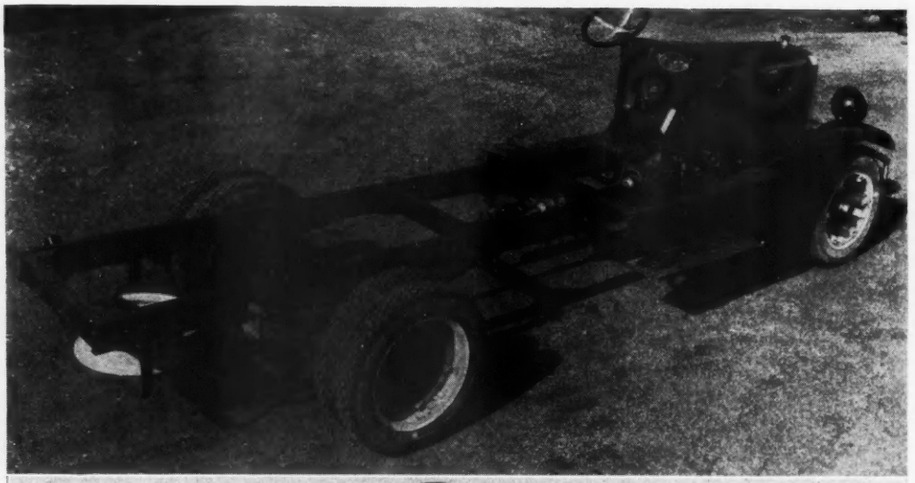
ATTERBURY PUTS

Specifications of Atterbury Models

Model	A	K	G
Capacity	1-ton	1½-ton	2-ton
Chassis weight with cab	3915 lb.	4215 lb.	4450 lb.
Wheelbase, standard	132 in.	145 in.	145 in.
Optional	....	160 in.	160 in.
Tires, front	30 x 5	32 x 6*	32 x 6
Rear	30 x 5	32 x 6*	32 x 6 dual
Engine, make and model	Lycoming	Lycoming	Lycoming
Size	6-2⅞ x 4¾	6-3¼ x 4½	6-3¼ x 4½
Ignition, make	Auto-Lite	Auto-Lite	Auto-Lite
Starter and generator	Auto-Lite	Auto-Lite	Auto-Lite
Carburetor, make	Zenith	Zenith	Zenith
Fuel feed	Gravity	Gravity	Gravity
Gas tank capacity	14 gal.	14 gal.	14 gal.
Clutch, make	Brown-Lipe	Brown-Lipe	Brown-Lipe
Type	Disk	Disk	Disk
Transmission make	Brown-Lipe	Brown-Lipe	Brown-Lipe
Mounted and speed	4-unit	4-unit	4-unit
Front axle, make	Timken	Timken	Timken
Rear axle, make	Timken	Timken	Timken
Final drive	Bevel gear	Bevel gear	Bevel gear
Type	Full floating	Full floating	Full floating
Ratio, standard	6.8 to 1	6.8 to 1	6.8 to 1
Torque and drive	Springs	Springs	Springs
Steering gear, type	Worm & sector	Worm & sector	Worm & sector
Service brakes	Lockheed hydraulic 4-wheel	Lockheed hydraulic 4-wheel	Lockheed hydraulic 4-wheel

* 30 x 5 front and 30 x 5 dual rear optional.

Model A, 1-Ton; K, 1½-Ton; and G, 2-Ton Augment Six-Cylinder Line for 1930.

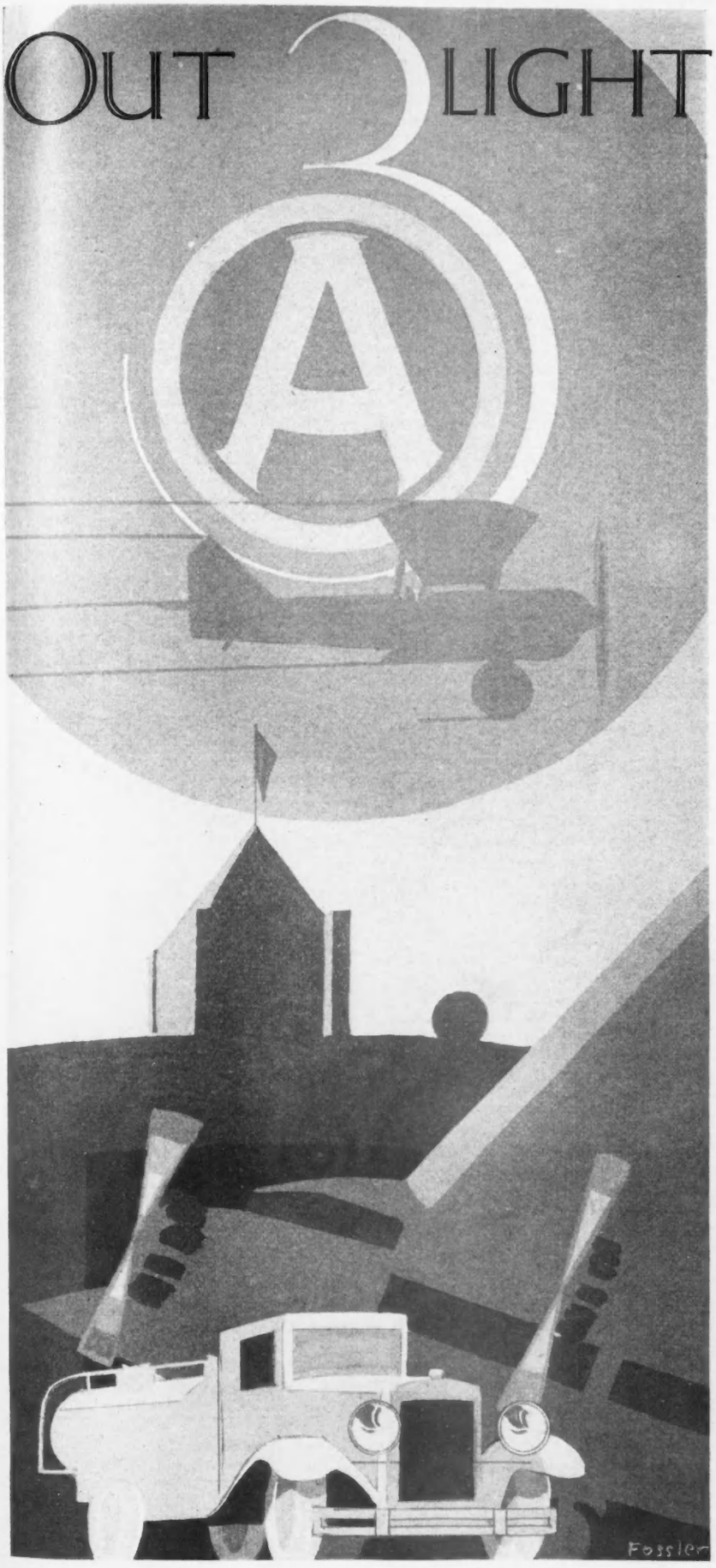


THE Atterbury Motor Car Co., Buffalo, N. Y., presents three 1930 models of 1, 1½ and 2-ton capacity which constitute a lighter series than the Marathon Sixes, which were described in the September issue. These new models, which are now in production, give Atterbury dealers a line ranging from 1 to 4 tons in capacity.

The three models have been standardized in design, so far as possible,

Top: Chassis of new 1½-ton Atterbury. Below: Front of one tonner showing high narrow radiator and double spring bumper

OUT 3 LIGHTER JOBS



to simplify maintenance and parts supply. All embody six-cylinder engines, Brown-Lipe multiple disk clutches, four-speed Brown-Lipe transmissions, Timken front and bevel gear rear axles, Zenith carburetors, steel wheels with pneumatic tires and Lockheed hydraulic four-wheel brakes.

A relatively high and narrow hood with crown fenders and streamlined cowl and front bumpers characterize the front end appearance. The 14-gal. gasoline tank is mounted in the cowl.

The frame, with gussets on cross-members, is 5½ in. deep on the 1-ton model and 5¾ in. deep on the other models. The common flange width is 2¾ in.

Springs are silico-manganese throughout, 34 by 2¼ in. front and 50 by 2½ in. rear.

Engine of the 1-ton is a 2⅞ by 4¾-in. six, rated at 56 hp. at 2800 r.p.m., while a 3¼ by 4½-in. engine, developing 60.5 hp. at 2750 r.p.m. is used on the 1½ and 2-ton units.

Equipment includes rear fenders, front bumper, tire carrier under rear of frame, speedometer and gasoline gage, in addition to the usual items.

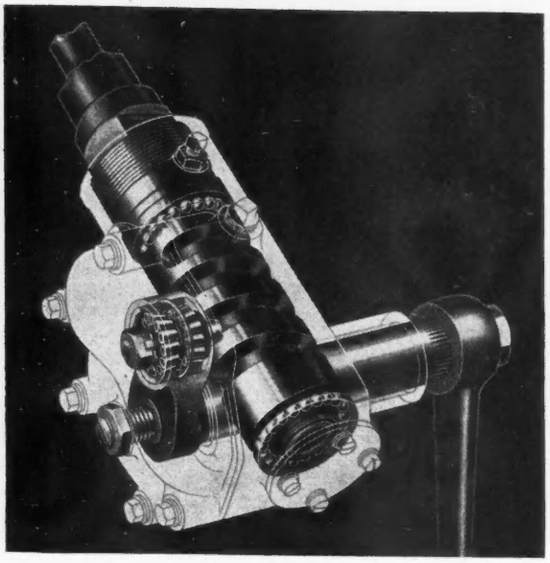
A cellular type radiator with polished tanks is employed on all three models. Steel spoke wheels are used on the 1 and 1¼-ton chassis and Budd steel disk wheels on the 2-ton model.

Spicer universal joints are common to the three models. On Model A power is transmitted through a standard tubular propeller shaft. Double shafts with three joints and a self-aligning center bearing support are employed on Models K and G.

Distance from back of cab to end of frame on Model A is 97½ in. and 119 in. on Models K and G. This distance is increased to 143 in. on the 160-in. wheelbase chassis.

Length from center of rear axle to back of cab is 43 in. on Model A and 51½ in. on the 145-in. wheelbase K and G chassis. On the 100-in. wheelbase models this dimension is 60½ in.

ROSS STEERING GEAR HAS ROLLER BEARING STUD



Rolling Contact Replaces Sliding Contact of Stud in Cam Groove

A ROLLER-BEARING mounted stud which makes rolling contact with the cam groove instead of sliding contact of the former design has been incorporated in Ross cam-and-lever steering gears. The consequent reduction in friction not only makes the gear steer easier but it reduces wear and lessens the amount of service attention required.

Rolling motion of the stud is brought about by placing two Timken roller bearings in the end of the lever and placing the stud in them. In assembling the gear the bearing is rotated by an electric motor and then inspected to insure accuracy of adjustment and assembly.

Another change in the gear is the provision of a screw in the side plate to adjust the cross shaft and integral lever endwise. This permits adjustment between the stud and cam groove. The roller bearing can be reached for inspection or adjustment by removing the side plate.

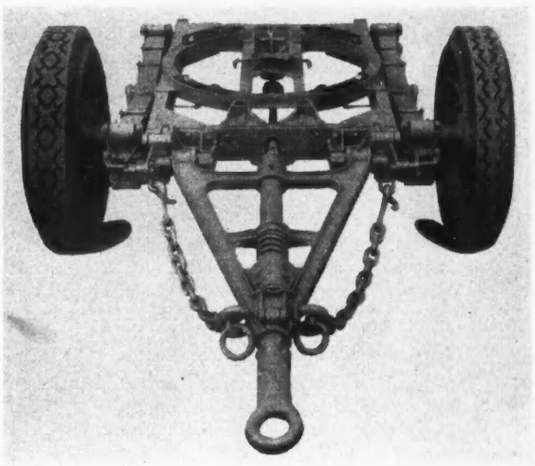
Makers of the gear, the Ross Gear & Tool Co., Lafayette, Ind., claim 68 to 79 per cent efficiency for the new gear and at least 50 per cent increase in steering ease.

AN OILING FIFTH-WHEEL

A SELF-LUBRICATING fifth-wheel, which permits direct sliding contact between upper and lower plates and eliminates the use of ball bearings formerly used, has been incorporated in Trailmobile's four-wheel trailers. By the elimination of ball bearings the need for taking the trailer apart and reversing plates on account of grooves resulting from roller bearing wear no longer exists.

The wheel consists of an upper and lower section. The lower, a heavy cast steel ring, riveted to side rails and two sets of brackets, has four large oil reservoirs. In each reservoir are two rollers, spring mounted, to permit a slight vertical movement. The light spring mounting causes the rollers to bear against the upper circle or section, agitating and distributing the oil against the surface of the upper circle with each turn of the front wheels of the trailer. The rollers do not support any weight, their only function being to lubricate the circles. The reservoirs are filled through Alemite fittings conveniently placed outside of the trailer frame. They require refilling only periodically.

The manufacturer states that this new wheel has eliminated a number of wearing parts and assures positive steer at any steer.



Rollers dipping into four oil reservoirs in the lower plate of the fifth wheel of Trailmobile's new four-wheel trailers distribute oil against the upper plate with each movement of the axle

A VISIT ABROAD

(Continued from page 21)

The Four-Wheel Drive Co. exhibited a four-wheel drive and steer tractor equipped with seven-speed transmission and hydraulic brakes. The same company exhibited a 9-ton six-wheel chassis with an eight-speed transmission for cross-country service. Chenard-Walcker, a French firm, showed a 2-ton tractor with Knight sleeve-valve engine. Essex exhibited the ¾-ton Dover delivery truck.

A.E.C., the manufacturing subsidiary of the London General Omnibus Co., introduced four new truck models ranging in capacity from 3½ to 8 tons. The engine is of the same general design in all four models, but in the two smaller models it has four cylinders and in the two larger, six. The smaller models also have worm final drive, while the others have a double reduction gear.

A new 2½ to 3-ton Bean chassis equipped with a four-cylinder engine is orthodox throughout except for the provision of an oil cooler consisting of six tubes grouped at the left and behind the radiator. Chassis lubrication is by oil-gun nipples grouped in two sets of five at each side of the frame.

Commer has produced a new 2-ton chassis powered by a 3.15 x 4.57-in. six-cylinder engine. Camshaft is driven by a duplex roller chain; ignition is by battery and fuel feed by AC pump. A four-speed transmission is mounted in unit with the engine and final drive is spiral bevel.

A four-cylinder 2-ton speed truck and a six-wheeled 12-ton chassis powered by a six were the new models exhibited by Dennis. Departing from usual practice the camshaft and accessory drive gear in the engine of the six-wheel model is at the rear end of the aluminum crankcase. The four-speed transmission is separate from the engine. The springs, 5 in. wide, are pivoted to a tubular cross-member and have their ends shackled to brackets below the axles, torque being taken by a pair of ball-jointed rods running from the axles to the tubular cross-member.

Guy introduced a new four-cylinder 6-ton chassis. It has a 4¼ x 5½-in. six-cylinder engine and is a high-speed model fitted with pneumatic tires and four-wheel vacuum-operated brakes. Engine and transmission are separate, but both are mounted on a sub-frame with three-point support.

Included in the four new high-speed models offered by Leyland is a six-wheeler, the first of this type to be produced by this company with four-wheel drive. Intended for 12-ton loads the six-wheeler is equipped with a six-cylinder 4 9/16 x 5½-in. engine developing 72 hp. at 1000 r.p.m. A four-speed transmission is in unit with the engine. Five Spicer universal joints are used on three propeller shafts. Each axle is a one-piece forging with overhead worm drive. The foot brake applies to all six wheels through three vacuum amplifiers. The other Leyland models are four-wheelers designed for 4, 6 and 7 tons respectively.

Another six-wheeler for heavy but fast service is the 10-ton Maudslay. This chassis has only one driving axle, the third pair of wheels are load carriers only and rotate on a solid axle that is attached by means of bell crank levers to the rear ends of half-elliptic springs above the driving axle. The engine is a 5 x 6-in. four and the transmission a four-speed unit mounted separately. Vacuum braking is applied by hand to the four rear wheels only. This is the only instance in British practice of auxiliary power being u... with hand-operated brakes.

Having cleaned up the London show our American dealer devoting the same amount of attention to the Paris show would have been greatly impressed by the many different types of Diesel engines being employed in both light and heavy-duty truck chassis. Proceeding as in London our dealer's recorded observations would have been as follows:

Renault exhibited a 5-ton truck with a 4.52 x 7.10-in. four-cylinder, four-cycle Diesel engine developing 50 hp. at 1200 r.p.m. This chassis is an entirely new model, with the radiator in front, pump water circulation, high-pressure lubrication, unit construction of the engine and transmission, and a double-reduction rear axle with drive through springs. Another Renault model is equipped with a six-cylinder Diesel of the same bore and stroke, developing 90 hp. at 1215 r.p.m. Both these models have valves in the head with operation by side rods and rockers, and are equipped with a Bosch fuel pump.

A 6-ton truck powered by a four-cylinder, two-cycle Diesel engine was displayed by Morton. The engine, capable of developing a speed of 3000 r.p.m., is fitted with a piston type compressor and scavenger valves. The chassis is equipped with air brakes, a compressed-air starter and a double reduction rear axle with transverse driveshafts. The Junkers type of two-cycle, opposed-piston Diesel engine is used in two-cylinder form on a 5-ton Somua, a 4-ton Peugeot, and a 2-ton Laffly. A single cylinder engine of the same design is used by two makers of 2500-lb. trucks. By reason of the increased attention given to Diesels, charcoal gas trucks are less prominent.

Six-wheelers have not made much progress, most of those exhibited were for bus service. Mathis showed a six-wheeler with one driving axle and one dead axle for light service and Willelme the same type for 12-ton duty. Chenard-Walcker exhibited a tractor with a chain drive to two rear wheels. This same concern showed a 12-ton pneumatic-tired trailer with a short axle attached to each rear semi-elliptic spring, the rear end thus being carried on four wheels.

In Delivery Lies a Bottler's Profit

(Continued from page 31)

of actual operation of both types of bodies.

A case of soft drinks represents so many pounds of load to a truck, but to the driver it is an object which must be loaded, then be moved about on the body one or more times, and finally unloaded at the customer's place of business. Then its place is taken by an empty, and the empties must be wrestled around until they reach the platform at the plant.

Ton and a half trucks on short routes are preferred by some bottlers. Others like larger trucks covering longer routes. The small trucks are operated by the drivers alone. The larger units carry helpers. Small trucks are better under some conditions, larger under others. Congested areas with plenty of stops is a field for one type of equipment, suburban delivery is another field. My bottler prospect won't be obliged to do any guessing about this point after I am through with him. I will find out about his problems and have a solution all ready for him.

Found out many other things at the convention in Atlantic City. There is a personal, friendly and family feeling among the bottlers. Officers of the association are known by their first names. Many of the bottlers have been in business for 20 or 30 years, some of them longer. Most bottling businesses seem to be individually owned, although there are lots of corporations.

There were more women at the convention and exhibition in Atlantic City than any business convention I ever attended. That links up with the friendly spirit. The bottlers' convention is a glorified family reunion. Wives, daughters and sons are there, of course.

Those women taught me something about selling trucks to bottlers. They did their share of souvenir collecting. The balloons, canes, clackers and sample bottles of soft drinks given out would fill several trucks. But the convention and exhibition was not all party. Those women looked over the exhibits with their husbands. They asked questions about trucks, they spoke of the appearance of this truck and that body. When I go after a bottler prospect I will make sure that the missus is included in at least one of the discussions. Her influence is not to be overlooked. She is interested in appearance of trucks. She is also interested in how much profit her husband makes. I'll make sure that she listens.

REFUSE "COLLECTO" BODY

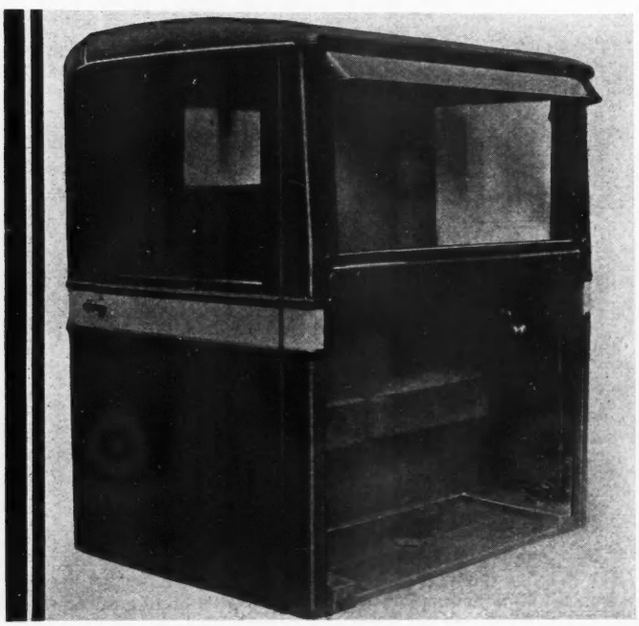
A BODY for the efficient and sanitary collection of garbage and refuse is being manufactured by The Heil Co., Milwaukee, Wis., for B. Nicoll & Co., designer of the equipment. The latter company is the general sales agent for the Collection Equipment Corp., 292 Madison Ave., New York City. Known as the Collecto, the body is entirely enclosed and made in either 10 or 15 yd. capacities. Only one man is required on each unit.

Refuse is loaded in a bucket approximately 10 ft. long and 2 ft. wide, which is carried on the right side, waist high from the ground. As soon as the bucket is loaded, the operator manipulates a power take-off control lever and two steel cables, at either end, pull the bucket up along steel tracks to the top of the body. Upon reaching the limit of its travel, a steel apron covering an opening along the top is automatically pushed aside and the bucket dumps directly into a closed body. When the bucket drops back into loading position, the steel apron swings forward, preventing the escape of dust and odors. The loaded body is dumped by a Heil hydraulic hoist, which raises the body to a 45 deg. dumping angle. The tailgate, hinged at the top, is opened by a chain and pulley hook-up controlled from the left side.

NEW WEATHERPROOF CABS

Built in Three Sizes and Four Styles

THE Weatherproof Body Corp., Corunna, Mich., a division of Allied Motor Industries, Inc., has placed on the market a new line of cabs ranging from simple inclosures to de luxe models. The entire line is completely lined in artificial blue leather, with genuine leather upholstery, dome light, nickel controls, windshield wiper, cadet vizor, nickel door-pulls and fancy molding. Prices range from $142 for the simplest cab to $220 for the de luxe model. The line consists of three sizes and four styles of trim. Letters of the model designations refer to sizes and numbers to trimming. Specifications follow:



Specifications of Weatherproof Bodies

Model	Size	Price
S	38 to 42 x 54 in.	$142
T	47 x 54 in.	155
U	42 to 47 x 60 in.	170
No lining; artificial black leather; cushions and lazy back.*		
S-1	38 to 42 x 54 in.	$150
T-1	47 x 54 in.	162.50
U-1	42 to 47 x 60 in.	180
Lined up to deck in back only, with artificial blue leather; cushions and lazy back.		
S-2	38 to 42 x 54 in.	$167.50
T-2	47 x 54 in.	180
U-2	42 to 47 x 60 in.	195
Lined with blue artificial leather; cushions and lazy back.		
S-3	38 to 42 x 54 in.	$180
T-3	47 x 54 in.	195
U-3	42 to 47 x 60 in.	210
Lined with blue artificial leather. Genuine blue leather cushions and lazy back.		
S-4	38 to 42 x 54 in.	$195
T-4	47 x 54 in.	205
U-4	42 to 47 x 60 in.	220
Lined with artificial blue leather; genuine blue leather cushions and lazy back; dome light; remote nickel controls; windshield wiper; nickel doorpulls, garnish molding.		
F	45½ to 47 x 60	$166
HPDS	60 x 54	175
Half doors and curtains.		

* Models S, T and U can be furnished with half doors and curtains.

SERV-U BODIES FOR ROADSIDE SERVICE

Three Welded All-Steel Models for Dealers, Garages and Filling Stations

AN all-steel welded road-service body designed for mounting on Ford chassis and equipped to give motor vehicle operators in distress the same efficient quick service on the road as they could obtain in a service station is offered by the Richmond Engineering Co., Richmond, Va. This body, which is virtually a service-station-on-wheels and is designated as the Serv-U-Truck comes in three models to meet the special requirements of filling stations, service stations, garages and dealers. While all three models are equipped to carry 30 standard items of tools and equipment, each is equipped to carry special items for special needs. Floor plans also vary according to model.

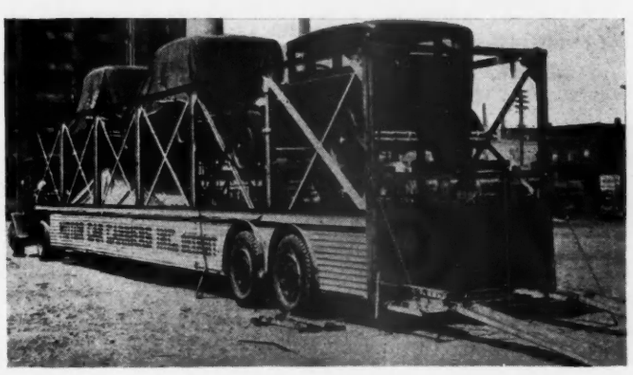
Model A is designed for filling stations and dealers who have no need for crane service. This model is 60 in. long and 35 in. wide and weighs 575 lb. Across the front of this body, provision is made for the installation of two oil tanks, one for heavy and the other for light oil, an anti-freeze tank and another oil tank for medium oil. On the right side, space is provided for batteries, a battery filler container and an oil measure container. The right side also carries a compartment of drawers for accessories and parts. Down the center, space is provided for two tanks, gasoline in front and water at the rear. Along the left side is a 12¾ x 40-in. tire compartment, and for tubes and oil measures.

Model C, which is very similar to Model A, is also intended for the dealer. By extending the width of this body 7½ in. to 42½ in., additional space is provided for carrying more tires, batteries and other equipment. It weighs 590 lb. The floor plan is somewhat similar, except that there is one oil tank less across the front, which space is used by a water tank. Both the right and left sides of this model are given over to tires. As in Model A the gasoline tank is carried in the center toward the front but the accessories and parts compartment is carried in the center toward the rear.

Model B is designed for complete road service and includes a wrecking crane. In this model the compartment in front of the crane is similar to Model A. This body is 74 in. long and 60 in. wide, of which space 45 x 50 in. is taken over by the wrecking crane and spare wheel space.

DOUBLE-DECK TRAILER

THE Motor Car Carrier is the name of a new type of double-deck semi-trailer designed and offered by R. B. Simming, president, Motor Car Carrier, Inc., Detroit, Mich., for the transportation of automobiles. This new unit, intended to travel at a speed of 30 m.p.h., is used for delivering automobiles to dealers within a few hundred miles of the factory or for feeders to boat lines and other established carriers that do not reach direct to the factory. This semi-trailer is long enough to carry three cars 15 ft. long on the upper deck and three cars 14 ft. 5 in. long on the lower deck. It is 96 in. wide and 48 ft. 3 in. long. The average height loaded is 12 ft. 4½ in. The body is constructed of channel and angle irons.



A unique feature of the carrier is an elevator at the rear end of the truck operated by a Wood hydraulic hoist which raises the cars to the second deck. Power for the hoist is taken from the truck engine. The rear axles, especially designed by Mr. Simming, are dual and of the drop type. A combination of Lockheed hydraulic and B-K Booster brakes act on all four wheels of the carrier as well as the rear wheels of the tractor.

NEW TRUCK SALES

Complete Figures for September, 1929; Totals for

	Atterbury	Autocar	Brockway-Indiana	Chevrolet	Diamond T	Dodge Bros.	Fargo	Federal	Ford	G. M. C.	Gotfredson	International	Larrabee	Mack	Moreland	Pierce-Arrow	Relay	Reo	La Fr.-Republic	Rugby	Schacht	Selden	Sterling	Stewart	Studebaker	Whippet	White	Willys-Knight	Total Sales by States Including Miscellaneous
ALA.....Sept.	...	.....	1	506	.....	3	.....	1	184	4	...	2	...	.....	...	...	...	.....	...	...	...	...	.....	.....	.....	2	5	...	708
†9 mo.	...	.....	6	2,589	.....	106	8	13	1,752	51	...	186	...	12	...	...	1	21	...	1	...	...	.....	1	1	32	33	1	4,828
ARIZ....Sept.	...	.....	.....	81	.....	24	1	.....	148	5	...	13	...	.....	...	...	...	2	...	4	...	...	.....	.....	4	5	.....	...	287
9 mo.	...	.....	.....	665	.....	206	9	.....	1,132	101	...	117	...	5	3	...	...	38	...	25	...	...	.....	3	39	22	11	6	2,388
ARK.....Sept.	...	.....	2	296	.....	12	7	.....	232	4	...	43	...	3	...	...	2	2	...	1	...	...	.....	.....	1	15	4	...	626
Oct.	...	.....	1	502	.....	38	3	1	586	15	...	62	...	1	...	...	...	13	...	1	...	...	.....	1	2	20	10	2	1,258
9 mo.	...	.....	13	2,253	3	175	19	8	2,767	61	...	461	...	10	...	...	2	51	...	4	...	...	.....	1	9	60	43	1	5,976
CAL.....Sept.	...	24	.....	481	3	187	15	21	1,243	54	...	41	...	16	36	...	2	82	3	16	...	...	23	8	14	9	38	1	2,387
9 mo.	...	143	2	4,288	13	1,884	104	203	12,218	805	19	469	...	322	498	10	6	902	43	145	...	...	239	66	143	67	345	16	23,953
COLO....Sept.	...	1	.....	217	.....	41	9	3	257	14	...	60	...	.....	.....	.....	1	11	...	3	...	...	.....	.....	.....	11	1	...	632
9 mo.	...	2	4	1,708	.....	345	52	21	2,011	220	1	406	...	11	2	...	2	65	3	20	...	...	.....	1	10	51	40	5	4,996
CONN...Sept.	...	5	7	162	11	50	8	6	247	31	...	25	3	26	...	.....	.....	39	...	2	1	2	2	9	3	6	15	2	673
9 mo.	...	66	84	1,525	62	548	55	49	1,960	253	...	273	24	287	...	16	15	441	3	17	5	4	17	116	48	55	67	17	6.088
DEL.....Sept.	...	1	.....	42	.....	2	.....	1	42	3	...	5	...	3	...	...	...	.....	...	.....	...	...	.....	1	.....	2	1	...	103
9 mo.	...	13	2	396	1	38	1	2	535	64	...	79	...	8	...	6	...	30	2	5	...	...	1	3	1	6	12	1	1,207
D. C.....Sept.	...	.....	1	32	2	3	.....	.....	121	12	...	2	...	1	...	1	...	4	...	.....	...	...	.....	5	.....	1	5	...	192
Oct.	...	2	1	54	6	12	.....	.....	138	20	...	8	...	4	...	.....	...	4	...	.....	...	...	3	1	1	3	2	...	261
9 mo.	...	12	21	352	37	57	.....	3	986	65	...	41	...	46	...	4	8	32	...	1	...	...	10	27	.....	13	45	...	1,782
FLA.....Sept.	...	.....	4	141	.....	17	1	1	237	4	...	17	...	7	...	.....	...	7	...	.....	...	...	.....	.....	2	1	5	...	444
Oct.	...	.....	3	149	.....	15	.....	1	206	3	...	21	...	7	...	.....	...	7	...	.....	...	...	.....	.....	.....	1	2	...	410
9 mo.	...	.....	29	1,291	6	113	4	3	2,339	62	...	128	...	31	...	5	...	54	3	.....	...	...	.....	.....	9	23	46	...	4,147
GA.....Sept.	...	2	16	397	.....	30	2	2	383	8	...	31	...	3	...	.....	.....	4	...	.....	...	...	.....	.....	.....	12	14	...	904
9 mo.	...	10	67	2,282	1	197	12	13	2,446	53	...	163	...	32	...	1	...	33	...	.....	...	...	.....	.....	7	50	74	2	5,447
IDAHO..Sept.	...	.....	.....	148	1	25	5	.....	158	12	...	36	...	.....	.....	.....	1	6	...	11	...	...	3	.....	1	1	4	...	413
9 mo.	...	.....	.....	776	2	117	10	1	794	52	...	158	...	15	10	1	1	48	1	35	...	...	3	.....	6	10	24	3	2,081
ILL.....Sept.	...	11	5	591	51	126	16	12	923	20	1	163	...	8	...	.....	2	51	2	5	...	...	2	1	1	41	18	...	2,131
Oct.	...	7	3	512	52	100	14	9	727	27	1	124	...	10	...	.....	...	72	...	2	...	...	4	2	1	37	18	2	1,871
9 mo.	...	81	117	6,198	835	1,296	133	115	9,156	571	45	1,878	...	263	...	11	45	459	25	44	...	...	79	25	23	243	209	22	22,742
IND.....Sept.	...	7	20	467	7	72	4	1	599	37	...	75	...	.....	.....	.....	4	29	...	1	1	...	.....	7	16	35	4	1	1,397
9 mo.	...	17	186	3,968	64	666	33	49	5,324	407	...	685	...	17	...	5	37	316	1	10	5	...	.....	78	81	178	62	8	12,263
IOWA...Sept.	...	.....	1	378	.....	41	10	2	316	8	...	103	...	4	...	1	...	13	...	1	...	...	.....	.....	2	30	3	...	916
9 mo.	...	1	39	4,016	17	418	65	22	2,933	116	...	1,170	...	41	...	1	13	243	3	26	...	...	.....	1	17	159	30	6	9,384
KAN.....Sept.	...	.....	5	286	3	44	2	1	350	23	...	48	...	1	...	.....	.....	11	2	2	...	...	.....	4	1	26	3	...	818
Oct.	...	.....	2	199	2	28	2	.....	268	13	...	46	...	11	...	.....	1	9	1	.....	...	...	.....	3	1	15	2	...	605
9 mo.	...	.....	23	4,461	23	567	72	6	4,274	291	...	1,111	...	16	...	.....	2	161	11	11	...	1	.....	14	34	249	37	23	11,440
KY.....Sept.	...	.....	9	173	2	24	6	.....	207	13	...	46	...	3	...	.....	.....	10	...	1	1	...	.....	1	2	10	2	1	515
9 mo.	...	7	35	1,560	22	246	26	5	1,720	160	...	370	...	43	...	2	14	118	4	5	22	...	.....	5	20	58	38	7	4,535
LA.....Sept.	...	.....	.....	322	.....	18	2	.....	420	13	...	60	...	2	...	.....	.....	6	...	.....	...	...	.....	.....	.....	1	10	...	863
9 mo.	...	3	26	1,955	14	182	7	5	2,791	106	...	435	...	25	...	.....	1	27	...	1	...	...	.....	.....	1	21	49	4	5,666
ME.....Sept.	...	3	.....	234	4	28	7	1	192	9	...	43	...	5	...	.....	.....	27	...	1	...	...	.....	.....	4	22	1	...	585
9 mo.	...	10	7	1,591	15	255	28	2	1,663	63	...	142	...	31	...	.....	.....	191	...	15	...	1	4	.....	18	59	5	6	4,124
MD.....Sept.	...	17	12	171	13	38	6	6	233	16	...	38	...	18	...	.....	.....	21	3	.....	...	...	12	6	.....	7	32	...	659
9 mo.	1	115	54	1,510	76	332	21	41	2,195	188	...	320	...	179	...	3	7	191	16	6	...	2	46	42	8	27	142	2	5,632
MASS....Sept.	...	30	15	283	12	128	23	18	476	59	...	62	4	29	...	1	...	71	3	2	...	3	7	7	1	17	32	...	1,299
9 mo.	...	228	173	2,781	129	1,078	164	129	5,639	658	1	625	38	376	...	17	4	439	80	16	5	16	150	76	42	97	233	16	13,654
MICH...Sept.	...	9	2	726	2	104	31	41	1,380	67	7	104	...	8	...	.....	1	81	8	1	...	2	.....	.....	46	9	2	...	2,662
9 mo.	...	53	32	6,055	54	854	142	209	10,550	703	35	908	...	111	...	15	13	690	26	27	2	2	.....	2	81	185	72	24	21,120
MINN...Sept.	...	.....	.....	319	4	36	12	5	519	13	...	112	...	13	...	.....	.....	18	...	.....	.....	.....	.....	.....	.....	17	12	...	1,096
9 mo.	...	.....	.....	2,850	18	333	39	55	4,111	183	...	786	...	46	...	1	5	208	...	10	...	...	.....	.....	24	132	74	13	8,961
MISS....Sept.	...	.....	1	567	.....	24	.....	.....	537	4	...	60	...	1	...	.....	.....	2	...	1	...	...	.....	.....	.....	23	6	...	1,226
9 mo.	...	.....	16	2,317	.....	83	5	.....	2,299	36	...	258	...	2	...	.....	.....	31	...	6	...	...	.....	.....	1	38	6	4	5,104
MO.....Sept.	...	3	8	454	9	49	10	10	561	23	...	65	...	10	...	.....	1	15	2	1	...	...	5	1	4	33	4	2	1,278
Oct.	...	.....	5	401	15	52	6	9	507	28	...	50	...	16	...	.....	.....	11	2	3	...	...	2	.....	3	18	2	1	1,147
9 mo.	...	37	95	4,397	205	739	53	106	5,355	466	...	851	...	135	...	34	6	235	18	24	...	...	23	15	40	189	114	12	13,299
MONT...Sept.	...	.....	.....	156	.....	20	9	1	203	6	...	68	...	.....	.....	.....	.....	5	1	3	...	...	.....	.....	1	20	5	...	498
9 mo.	...	3	.....	1,014	.....	222	33	23	1,755	88	...	495	...	17	...	3	2	98	5	19	...	...	.....	.....	7	48	36	13	3,895

† October not included in 9 mo. totals.

Figures in this table are compiled by R. L. Polk & Company, of Detroit, except Illinois, which compiled by the New Jersey Motor List Co., New Car Division, of Trenton. Readers desiring

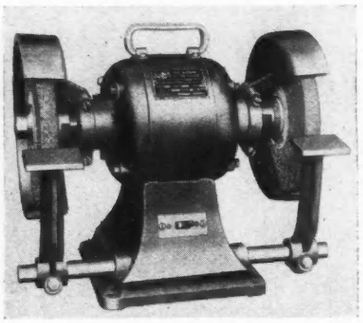
BY MAKES AND STATES

Nine Months, and Partial Reports for October, 1929

		Atterbury	Autocar	Brockway-Indiana	Chevrolet	Diamond T	Dodge Bros.	Fargo	Federal	Ford	G. M. C.	Gotfredson	International	Larrabee	Mack	Moreland	Pierce-Arrow	Relay	Reo	La Fr.-Republic	Rugby	Schacht	Selden	Sterling	Stewart	Studebaker	Whippet	White	Willys-Knight	Total Sales by States Including Miscellaneous
NEB.	Sept.	...	.....	.....	257	3	16	9	1	235	10	2	94	...	1	...	...	...	5	...	1	...	...	.....	.....	23	2	...	662
	9 mo.	...	.....	16	2,653	16	258	28	6	2,528	201	3	722	...	20	...	...	1	82	1	16	...	...	.....	23	98	31	4	6,753
NEV.	Sept.	...	1	.....	14	.....	8	1	.....	34	3	...	2	...	.....	...	...	...	.....	...	...	...	...	.....	.....	1	1	1	...	72
	9 mo.	...	1	.....	160	.....	118	8	1	384	23	...	25	...	5	14	...	...	7	1	2	...	...	1	.....	4	1	8	1	789
N. H.	Sept.	...	1	2	80	.....	18	4	2	97	3	...	5	...	3	...	...	...	10	...	...	...	...	.....	1	.....	2	.....	...	231
	9 mo.	...	6	30	672	5	133	13	13	931	58	...	52	...	20	...	1	...	77	...	4	...	...	3	14	6	18	6	3	2,076
N. J.	Sept.	...	12	22	460	10	140	16	7	663	44	...	57	1	50	...	4	1	46	2	4	1	...	8	4	5	13	37	2	1,653
	9 mo.	...	195	211	3,871	82	858	134	133	5,705	481	13	381	11	521	...	64	20	484	48	34	16	17	87	58	93	129	282	38	14,509
N. M.	Sept.	...	.....	.....	101	.....	11	2	.....	38	4	...	9	...	.....	...	.....	.....	3	...	2	...	...	.....	.....	.....	5	1	...	177
	9 mo.	...	.....	4	699	.....	96	19	3	575	41	...	108	...	.....	...	.....	.....	19	...	4	...	...	.....	.....	2	36	21	...	1,630
N. Y.	Sept.	10	80	121	772	69	233	29	18	1,402	124	...	153	9	110	...	3	9	99	5	8	...	14	11	38	9	32	56	9	3,476
	9 mo.	98	516	1,409	9,190	577	2,528	463	227	14,172	1,172	2	1,721	172	1,365	...	178	88	1,199	72	68	23	138	156	622	121	344	695	41	38,166
N. C.	Sept.	...	.....	.....	395	.....	40	8	1	476	17	...	42	...	7	...	.....	.....	3	3	2	...	...	.....	.....	.....	13	9	1	1,039
	9 mo.	...	15	14	3,214	.....	408	23	12	3,262	166	...	204	...	64	...	.....	.....	51	10	15	...	...	.....	9	11	47	44	2	7,671
N. D.	Sept.	...	.....	.....	288	2	27	9	1	285	16	...	165	...	.....	...	.....	1	3	...	2	...	...	.....	.....	.....	15	1	1	815
	Oct.	...	.....	.....	146	1	8	3	1	130	6	...	68	...	.....	...	.....	.....	1	...	1	...	...	.....	.....	.....	15	.....	.....	381
	9 mo.	...	.....	.....	1,144	8	115	18	5	1,263	96	...	800	...	.....	...	2	2	40	...	14	...	...	.....	.....	5	41	5	9	3,582
OHIO.	Sept.	...	8	31	719	4	121	19	7	901	53	...	108	...	25	...	.....	4	57	1	9	11	...	1	9	3	61	41	6	2,242
	9 mo.	...	158	214	6,128	96	1,059	137	120	8,670	595	8	1,212	1	220	...	31	34	578	20	36	105	11	22	55	53	435	457	69	20,854
OKLA.	Sept.	...	2	6	383	3	52	12	7	331	8	...	49	...	3	...	.....	.....	8	1	1	...	2	.....	1	4	16	.....	.....	891
	9 mo.	...	9	56	3,739	29	560	67	71	4,140	189	...	856	...	52	...	1	2	148	4	5	...	23	.....	12	33	152	65	7	10,258
ORE.	Sept.	...	.....	.....	114	.....	32	3	4	195	15	...	20	...	.....	5	.....	.....	9	1	2	...	...	3	.....	.....	5	5	...	424
	9 mo.	...	1	.....	1,334	1	262	28	58	2,207	174	...	222	...	64	29	.....	.....	137	9	38	...	...	19	.....	15	26	89	...	4,783
PA.	Sept.	...	56	33	844	22	193	32	32	1,243	68	2	155	1	85	...	...	12	93	1	4	...	3	14	32	4	54	54	3	3,092
	9 mo.	19	433	357	6,854	208	1,956	272	154	11,380	793	31	1,301	32	690	...	32	121	955	65	65	1	12	244	321	97	368	500	34	27,753
R. I.	Sept.	...	4	2	71	2	38	2	2	85	22	...	7	...	7	...	...	...	21	1	1	1	1	2	4	1	.....	3	...	277
	9 mo.	...	45	11	585	6	248	28	36	710	151	...	59	...	71	...	4	...	191	4	13	9	2	18	29	9	12	29	1	2,287
S. C.	Sept.	...	.....	.....	210	.....	13	4	2	187	8	...	13	...	1	...	.....	.....	1	...	1	...	...	.....	.....	1	3	6	...	450
	9 mo.	...	.....	18	1,710	.....	134	23	34	1,672	73	...	124	...	14	...	.....	.....	14	4	4	...	...	.....	4	3	16	18	...	3,875
S. D.	Sept.	...	.....	.....	153	1	12	4	.....	117	4	...	101	...	1	...	.....	.....	12	...	2	...	...	.....	.....	3	16	.....	.....	427
	Oct.	...	.....	.....	119	1	13	1	2	109	1	...	63	...	.....	...	.....	.....	8	...	1	...	...	.....	.....	1	8	.....	.....	327
	9 mo.	...	.....	2	1,239	9	127	17	2	1,124	66	1	733	...	10	...	.....	.....	100	...	14	...	...	.....	2	9	57	5	7	3,533
TENN.	Sept.	...	.....	4	205	1	13	4	3	130	9	...	28	...	9	...	1	...	7	2	...	...	...	.....	.....	.....	2	5	1	425
	9 mo.	...	.....	27	2,101	13	199	8	50	1,673	174	...	217	...	56	...	6	...	68	7	1	...	...	.....	.....	18	24	50	6	4,719
TEXAS.	Sept.	...	4	5	1,333	12	95	11	5	1,137	45	...	192	...	6	...	...	3	51	...	5	...	...	.....	.....	4	50	16	4	2,981
	9 mo.	...	58	98	10,940	43	909	98	43	10,550	502	...	2,241	...	84	...	5	30	402	5	39	...	...	.....	.....	13	45	287	164	15	26,654
UTAH.	Sept.	...	.....	.....	98	.....	12	2	.....	214	8	...	14	...	1	1	...	...	8	...	8	...	...	.....	.....	2	3	1	...	372
	Oct.	...	.....	.....	77	.....	10	1	.....	150	4	...	13	...	3	...	.....	.....	5	...	5	...	...	.....	.....	1	1	.....	.....	273
	9 mo.	...	.....	.....	566	.....	129	9	2	1,136	32	...	92	...	24	4	.....	.....	45	...	25	...	...	.....	.....	10	14	21	1	2,116
VT.	Sept.	...	.....	.....	40	.....	10	.....	4	44	4	...	11	...	2	...	.....	.....	1	...	...	...	...	.....	.....	.....	2	.....	...	122
	9 mo.	...	.....	17	438	3	133	22	27	672	56	...	197	9	36	...	1	2	77	...	4	...	...	13	8	17	16	5	...	1,768
VA.	Sept.	...	8	7	470	.....	38	.....	1	490	21	...	46	2	6	...	.....	1	16	6	...	...	...	.....	4	1	14	7	...	1,150
	9 mo.	...	28	55	2,868	9	283	4	40	3,128	138	...	337	3	40	...	3	7	126	36	13	...	...	.....	30	16	55	69	...	7,307
WASH.	Sept.	...	.....	.....	173	.....	31	9	.....	380	16	...	26	...	3	4	.....	.....	18	2	10	...	...	1	.....	2	10	10	...	723
	9 mo.	...	.....	.....	1,724	.....	380	40	25	3,316	214	...	340	...	42	26	3	6	194	11	57	...	...	5	.....	23	68	141	2	6,844
W. VA.	Sept.	...	.....	6	155	1	42	7	3	155	17	...	30	...	.....	.....	.....	1	14	3	1	...	...	.....	.....	.....	9	1	...	451
	9 mo.	...	1	44	1,454	25	280	18	23	1,696	133	...	321	...	4	...	.....	14	120	8	7	1	...	.....	13	11	35	21	6	4,264
WIS.	Sept.	...	1	.....	299	14	34	9	5	373	20	...	60	...	.....	.....	1	3	21	...	1	...	...	2	3	1	28	4	1	896
	Oct.	...	1	.....	425	18	64	9	8	630	32	...	102	...	.....	.....	.....	5	18	...	1	...	...	7	5	2	25	12	...	1,386
	9 mo.	...	3	5	3,633	177	484	58	76	5,471	270	...	793	...	34	1	9	66	266	5	18	...	...	101	59	37	152	58	17	11,983
WYO.	Sept.	...	.....	.....	73	.....	6	.....	1	90	2	...	22	...	.....	.....	.....	.....	5	...	.....	...	...	.....	.....	.....	1	1	...	201
	9 mo.	...	.....	.....	310	.....	126	7	1	549	17	...	95	...	4	1	.....	.....	26	...	5	...	...	.....	.....	6	6	12	...	1,169
TOTAL.	Sept. Sales by Makes	10	290	348	15,337	268	2,381	382	239	19,470	1,003	12	2,731	20	481	46	12	48	1,028	52	120	16	27	96	146	144	734	487	35	46,561
TOTAL.	9 mos. Sales by Makes	118	2,270	3,619	130,024	2,904	22,840	2,637	2,245	175,619	11,638	159	25,668	290	5,521	588	475	577	10,528	654	974	194	229	1,228	1,730	1,328	4,510	4,654	480	420,045

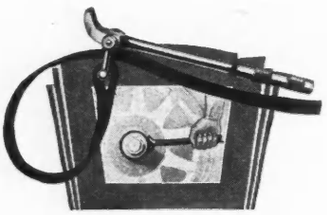
is compiled by the Robinson's Advertising Service, of Springfield; and New Jersey, which is town and county lists of owners in any section may address any of these three companies.

NEW PRODUCTS FOR THE TRUCK MARKET



Bench Grinder

The Van Dorn Electric Tool Co., Cleveland, Ohio, has added a new 7-in. bench grinder for sharpening edge tools and light grinding to its line. It is a compact ball bearing grinder with bearings mounted in dustproof housings. It is furnished with grinding wheels, adjustable tool rests, wheel guards, switch and cable, and is available for all voltages and currents.

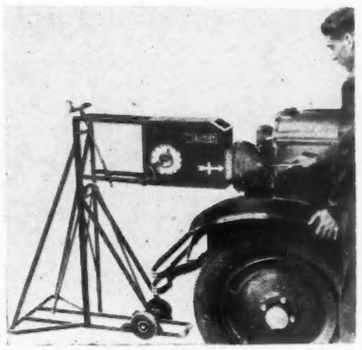


Hub Cap Wrench

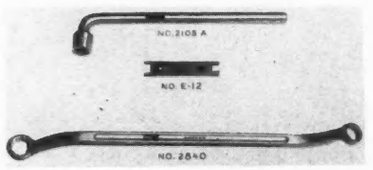
Stevens Walden - Worcester, Inc., Worcester, Mass., is offering a hub cap wrench, Model 457, which is designed to take all shapes of hub caps, also radiator caps, gas caps, headlight rims, etc. It consists of a 11½-in. drop-forged handle with knurled handle, a special swinging link and a chemically treated strap. List price, $2.

Headlight Tester

A portable headlight tester which provides for testing focus of headlights and adjusting beams to strike the road at any desired distance from the vehicle is offered by the Weaver Manufacturing Co., Springfield, Ill. Very little skill is required to operate the device. The tester consists of a steel frame, a steel light-box enclosing an opal glass screen and a mirror, a hand lever for raising the machine off the floor and a hand wheel for adjusting the box in relation to the headlight.

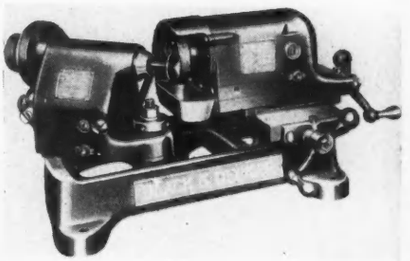


When testing, the device is centered in front of a headlight, as shown in the illustration. Two bands of light appear on the ground glass in the upper part of the box, and these bands are made to coincide approximately with two marks in the center of the screen. After this preliminary setting, the lamp focusing adjustment of the headlight is moved until the two bands coincide exactly with the two marks. This shows the lamp to be in focus. Aiming the beam to strike the road at any desired distance ahead of the vehicle, the pointer on either side of the box is set to the desired distance and the lamp is tilted until the light bands again correspond with the index marks.



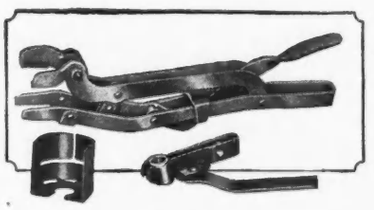
Bonney Specials

Three new special-purpose wrenches have been added to the line of Bonney Forge & Tool Works, Allentown, Pa. They are in order illustrated in the accompanying half-tone: A connecting rod bearing cap nut wrench for Ford Model A; a double hexagon wrench for the main bearing nuts on the new Chevrolet six, and a special wrench for the Delco-Remy distributor with which the new Chevrolet six is equipped.



Valve Refacer

A new low-priced electric valve refacer is announced by the Black & Decker Mfg. Co. It has a collet which will hold valves from 5/16 to ½ in. Equipment includes a diamond dressing attachment, combined with a V block for squaring off ends of valve stems and a valve seat reamer grinding attachment. It is adjustable for any angle from 15 to 90 deg.



Valve Lifter

A valve lifter for working on engines where the valve assembly is set back in deep valve chambers such as the Dodge Six, Studebaker and many Continental and Lycoming engines is offered by the Sunnen Products Co., St. Louis, Mo. Known as the Continental the device consists of valve lifting jaws and a split lock catcher and replacer.

Kasson Grease

Kasson is the name of a special formula waterproof grease made by the Enterprise Oil Co., Inc., Buffalo, N. Y. Its use is recommended in water pumps or wherever water comes in contact with the grease. It is claimed that it does not emulsify and that water does not impair its lubricating value. Kasson is sold in 1-lb. cans, 75 cents.

"The Easiest Steering in the World"

TESTS PROVE

68% to 79% Efficiency ▲▲▲

Over 50% Increase in Steering Ease

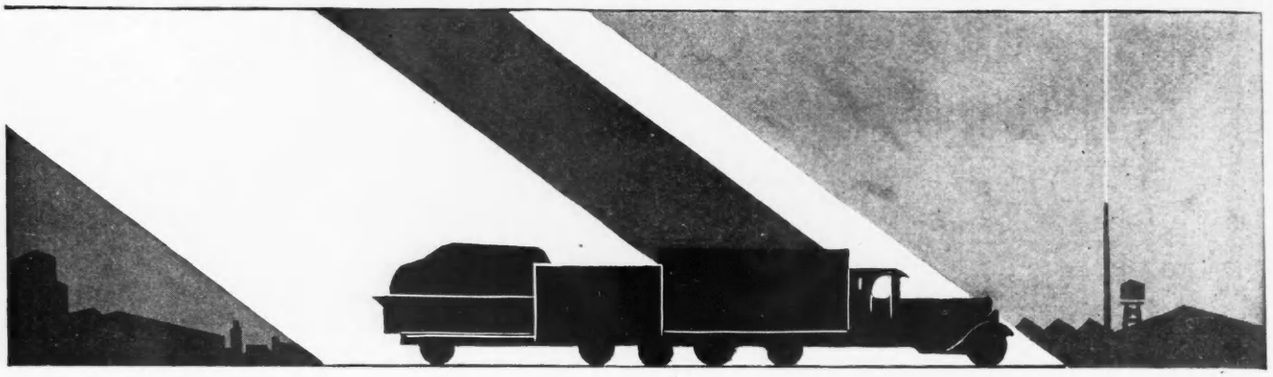
The new Roller-Mounted type of Ross Cam and Lever Steering Gear gives all the pronounced advantages of cam-and-lever construction, in road-sense and control of road-shock —PLUS steering ease far beyond that previously attained. Adjustment of the gear is simple and accessible, requiring only 15 to 30 minutes at the most.

Please write for complete details.

ROSS GEAR & TOOL COMPANY
LAFAYETTE, INDIANA

ROSS Cam AND Lever STEERING

TRUCK INDUSTRY



N-E-W-S

Association Executives to Meet at Cleveland

Members of the Truck Association Executives of America will meet Jan. 29 at Cleveland. The one-day session will be followed on Jan. 30-31 by the annual convention of the Ohio Association of Commercial Haulers. The Cleveland automobile show will be held Jan. 25 to Feb. 1, and because of the convention schedule a special commercial vehicle exposition has been made a part of the show. The show and convention sessions will be held in the Cleveland public auditorium.

Maurer Heads Highway Sales

C. N. Maurer has been appointed director of the highway sales division of the Heil Company. Mr. Maurer severs a ten-year association with the Wisconsin State Highway Commission to take over his new position. Mr. Maurer is also credited with formulating the new Wisconsin traffic code which became effective last month.

C. N. Maurer

Brussel is Promoted

John W. Brussel, assistant factory manager of the Timken-Detroit Axle Company plant in Detroit, has been advanced to the position of factory manager.

Weaver Promotes Acton

Paul R. Acton has been selected to act as special representative of the planning department of the Weaver Mfg. Company to contact with truck and car manufacturers from a merchandising standpoint. Mr. Acton, who succeeds L. E. McKee, resigned, has been active in the industry for the past 20 years.

Fruehauf Acquires Warner

The Fruehauf Trailer Company, Detroit, has acquired control of the Warner Company, Beloit, Wis. Although the Warner Company will continue to operate as an independent unit with the same management and sales personnel, the headquarters will be moved to Detroit.

Templin Joins Dodge Bros.

E. W. Templin, formerly chief engineer of the Six Wheel Corp., and manager of motor equipment for the Mavis Bottling Company, has been appointed to take charge of inter-plant transportation of the Dodge Bros. division of Chrysler Corp.

Thornton Joins Electrical Tool

Jordon Thornton has joined the Cleveland branch of the United States Electrical Tool Company, makers of U. S. portable electric drills, grinders, etc.

Coming Events

SHOWS

New York—National Automobile Show, Jan. 4-11
Atlantic City—American Road Builders Assn. ..... Jan. 13-18
Atlantic City—Equipment for Motor Trucks, Inc. ..... Jan. 13-18
Cleveland—Automobile & Truck Show Jan. 25-Feb. 1
Chicago—National Automobile Show, Jan. 25-Feb. 1

CONVENTIONS

Atlantic City—American Road Builders Assn. ..... Jan. 13-18
Chicago—National Automobile Dealers Assn. ..... Jan. 27-28
Cleveland—Ohio Assn. of Commercial Haulers ..... Jan. 30-31

California 5 Per Cent Gross Receipts Tax Upheld

Owners and operators of trucks and bus lines in California will be required to pay the disputed tax of 5 per cent on gross receipts, according to the decision recently handed down by the United States Supreme Court. The tax was imposed, some two years ago, by amendment to the State constitution. Led by the Bekins Van Line, Inc., San Francisco, a number of operators of the state fought the case from the Superior Court of the County of San Francisco to the highest tribunal in the country. The tax applies only to vehicles operating between fixed terminals. The operators contended that the tax was discriminatory since other vehicles operated for hire on the state highways were not similarly taxed.

Federal Promotes Wilcox

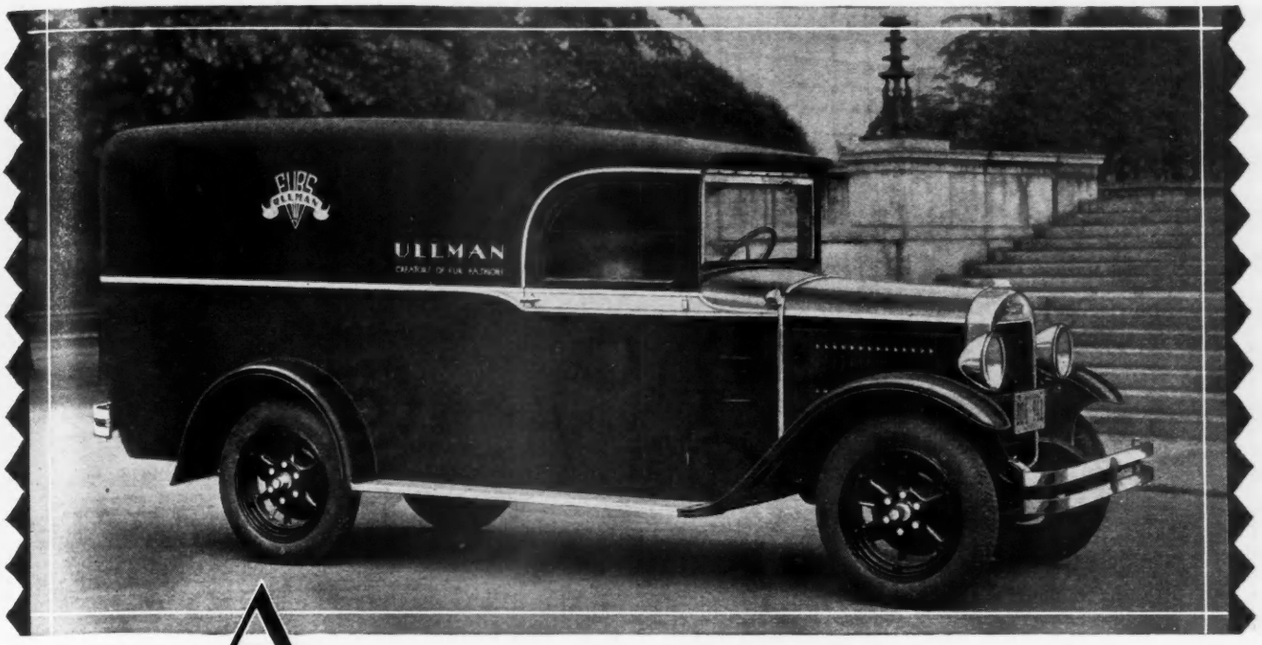
George D. Wilcox has been appointed to head the newly created merchandising department of the Federal Motor Truck Company. The new department will work with branches, distributors, dealers for the betterment of selling methods. Mr. Wilcox will continue as advertising manager.

George D. Wilcox

LaFrance-Republic Additions

J. W. McKinley and F. W. Goodes have joined the field staff of the LaFrance-Republic Corp. Mr. McKinley will cover the middle north states and Mr. Goodes the near southwest.

Commercial Car Specifications on Page 65



ANNOUNCING

A New Custom DeLuxe Panel Body

Smart in Appearance

RICH in quiet elegance, revolutionary in design, Stewart's new custom DeLuxe Panel Body adds an air of smart distinction to the modern motor delivery.

Constructed of hard oak and ash, metal covered throughout with sealed and lighted interior, this stylish body is precision built by Stewart master craftsmen. To exclusive shops and department stores desiring a smart appearing motor delivery for distinctive advertising value, the new Stewart DeLuxe Body is highly recommended.

Standard equipment includes saddle lamps, dome lights, rear view mirror and windshield wiper.

The Body has a 7 foot loading space for the ¾ ton model, 8 foot for the 1 ton and 9 foot for the 1¼ ton model.

STEWART MOTOR CORPORATION
BUFFALO, N. Y.

Export Branch: 1 BROADWAY (Dept. 3) NEW YORK CITY, U. S. A.
Cables: Stewartruk New York. Codes: Acme, Bentley, ABC 5th Improved 5 & 10 Letter Universal Trade Code

MODELS

¾ Ton
6 Cylinder, $895 Chassis
1 Ton
6 Cylinder, $995 Chassis
1¼ Ton
6 Cylinder, $1295 Chassis
1½ Ton
6 Cylinder, $1495 Chassis
2 Ton
6 Cylinder, $1695 Chassis
2 Ton Special
6 Cylinder, $2290 Chassis
2½ Ton
6 Cylinder, $2690 Chassis
3½ Ton
6 Cylinder, $3690 Chassis
4 Ton
6 Cylinder, $4200 Chassis
5 to 7 Ton
6 Cylinder, $5700 Chassis

All prices f. o. b. Buffalo

Stewart
MOTOR TRUCKS

5 to 7 Ton
$5700 Chassis
Pneumatic Tires Extra

A New 5-7 Tonner

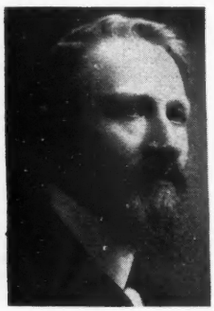
6 cylinder motor, booster 4 wheel brakes, helper springs, large Timken full floating rear axle, cam and lever steering. Transmission gives "low low" of 93.8:1 for pit work.

Wheelbase 165 in. or 150 in. optional standard. Special 175, 190, 220 and 235 in. The greatest heavy duty truck value on the market.

Stewart Trucks Have Won By Costing Less to Run

Founder of Sterling Truck Company Dies

Wm. M. Sternberg, Sr., one of the pioneers of the motor truck industry, and the founder of the present Sterling Motor Truck Company, Milwaukee, died at his home at the age of 82 years. Mr. Sternberg, born in Germany, settled at Davenport, Iowa, in 1865, where he opened a small machine shop to manufacture agricultural implements. In 1907 he moved to Milwaukee, and with his sons, Ernst and William, Jr., and R. G. Hayssen established the Sternberg Mfg. Company to build motor trucks. In 1914 the name was changed to Sterling. Mr. Sternberg retired from active business several years ago. Ernst Sternberg is vice-president.



Wm. M. Sternberg, Sr.

Linn Trailer Formed

Linn Trailer Corp., recently formed and capitalized at $100,000, has started production at Oneonta, N. Y., on a line of trailers ranging from the light passenger car type to heavy truck type. Officers of the corporation are H. H. Linn, president; E. W. Wheeler, vice-president; C. J. Smith, treasurer, and H. W. Naylor, secretary.

21,664 Miles of New Road

The American Road Builders Association recently announced that an estimated total of 21,664 miles of road will be constructed in 42 states this year. The estimate is based upon information obtained from questionnaires sent to State Highway Departments.

Gilmer Buys Farran-oid

L. H. Gilmer Company, Philadelphia, fan-belt manufacturer, has purchased outright the Farran-oid Company of Akron, Ohio.

Federal Truck Specifications

The Federal Specifications Board, Washington, D. C., has issued tentative specifications for three classes of trucks, Classes AA, A and B. When adopted, these specifications will be furnished the various Federal departments for guidance when making purchases. Class AA is a ¾-ton, two-wheel-drive truck; Class A, a 1½-ton, two-wheel-drive truck, and Class B is a five-ton, two-wheel or four-wheel-drive truck. Data on six-wheel trucks with drive by the four rear wheels or on six-wheel-drive trucks will be taken into consideration if any proposals on such models should be received. Copies of the specifications can be obtained from the Federal Specifications Board.

Roads Help Produce Farmers

Road improvement and motor transport are making nearly all of the farm land in the Eastern States potentially available for truck crops, says Secretary of Agriculture Arthur M. Hyde in his annual report. Fruits and vegetables may now be grown upon the land best adapted thereto instead of being confined to lands within a few miles of the city limits, it was pointed out. Thus more economical and more efficient production is insured in this region, and distant truck-growing areas will find it increasingly difficult to invade large markets during the season of local production.

Clore Succeeds Lawrence

Ralph H. Clore is the new general sales manager of the United States Electrical Tool Company, succeeding George M. Lawrence, who resigned to become vice-president of the General Radial Drill Company. Mr. Clore formerly served as branch sales manager for the company.

Fohey Succeeds Morrison

Raymond P. Fohey, formerly secretary and treasurer of the Dodge Bros. Corp., has been appointed secretary of the Chrysler Corp. Mr. Fohey succeeds F. A. Morrison, who has resigned in order to associate with Campbell, Bulkey & Ledyard, Detroit, counsel for the Chrysler Corp.

McComb Heads M.E.A.

John M. McComb, vice-president and treasurer of the Crucible Steel Company of America, was elected president of the Motor & Equipment Association succeeding N. H. Boynton, at the annual meeting of the Association. M. B. Ericson, George Brunner, E. T. Satchell were named vice-presidents. C. H. Burr was elected treasurer and Chas. F. Wright was chosen secretary.

Schrieber Atterbury Distributor

Fred C. Schrieber has been appointed distributor for Atterbury trucks in Youngstown, Ohio. The territory includes several states and counties.

Financial News

Company	Announces
Brockway Motor Truck Corp.	reg. quar. div. of $1.75 on pref.
Moto-Meter Gage & Equip.	net quar. earn. 27c share.
Budd Wheel Company	9 mos. net income $1,706,160, or $7.10 a share.
Borg-Warner Corp.	10 mos. earn. $6,826,121 aft. all chgs., equals $5.38 a share on common.
Elec. Stor. Batt. Co.	quar. div. $1.25 on com. and pref.
Timken Roller Bearing Co.	9 mos. earn. $12,172,987.
Stewart-Warner Corp.	earn. 3rd quar. $1,897,908, or $1.52 per share.
Goodyear Tire & Rubber Co.	earn. 9 mos. $18,425,000.
Timken-Detroit Axle Co.	reg. quar. div. $1.75 pref.
Fruehauf Trailer Co.	9 mos. earn. $35.95 per share (entire 1928 earn. $28.53 per share)
Motor Wheel Corp.	ex. cash div. of 25c, in addition to reg. quar. div.
Weatherproof Body Corp.	Oct. gross earn. $105,696.
Stewart-Warner Corp.	9 mos. net profit $6,426,281 aft. depr. and fed. taxes.

Trucks Shown at Bottlers' Convention

Eight truck makers and three body manufacturers exhibited at the 11th annual convention of the American Bottlers of Carbonated Beverages, in the Atlantic City Auditorium early in November. Trucks were shown by White, Chevrolet, Mack, Dodge, Federal, Brockway-Indiana and International Harvester. Special bodies for hauling beverages were displayed by Weldmech Steel Products Co., the Schelben Steel Body Company and the Wood Hydraulic Hoist Company.

White Advances Kiggen

J. A. Kiggen, Jr., has been appointed district manager of New York State for the White Company with headquarters in Syracuse. Mr. Kiggen has been a member of the White organization since 1921. Other White changes include addition of branch offices at Richmond and Norfolk, Va., in the district of J. Hamlett, located at Baltimore and inclusion of the cities of New Haven, Conn., and Springfield, Mass., to the district controlled by J. C. Arden with headquarters in Hartford.

J. A. Kiggen, Jr.

Mack St. Louis Branch

The new building of the Mack-International Motor Truck Corp. being constructed in St. Louis at a cost of $400,000 will be ready for occupancy about Jan. 15, according to Clyde Erskine, factory branch manager.

Thermoid Opens New Unit

The Thermoid Company announces that its new $150,000 unit has been placed in operation at its plant. The new building provides 17,800 sq. ft. extra floor space.

Day-Elder Coupe Cab

The National Motors Mfg. Co., Irvington, N. J., is producing a new coupe type cab for its models G, H, J and K Day-Elder chassis. Among the features are chromium-plated hardware, wide cowl ventilators set in rubber molding and flush mounted, ball-socket cowl ventilator levers, aluminum drip molding over the doors, side and rear deck of roof in metal instead of fabric, flush-type dome light, leather upholstery, reel-type electric cigar lighter, rear-vision mirror and vacuum-type windshield wiper.

The *Lining* that has been *revolutionizing* Brake Service . . .

Let us send this sample

ONCE you get it in your hands, you cannot help but appreciate how remarkable Ferodo Bonded Asbestos Lining really is.

You can feel its toughness and durability—which account for the amazing way it outwears ordinary linings . . . usually by thousands of miles.

Tear it open—if you can! Notice the quality of the asbestos fibres—and the amount of asbestos in the lining. It comes from mines regarded by experts as producing the finest asbestos in all the world.

Soak it in water—try to get it waterlogged. Nobody has been able to do that yet—because of its thorough bonding and impregnation. Safe brakes in wet weather!

Then, finally, reline the brakes of one of your vehicles with Ferodo. That will show you, convincingly, why, in the few years it has been manufactured in America, Ferodo has completely revolutionized all ideas of brake performance, wear and dependability.

Drop us a post card and say: "Send me your sample of Ferodo."

FERODO AND ASBESTOS INCORPORATED

Manufacturers of Ferodo Bonded Asbestos Brake Lining in rolls and Ferodo pat. Die-Pressed Brake Segments

Factory and General Offices: **New Brunswick, New Jersey**

FERODO REGISTERED **BRAKE LINING**

Ford Increases Its Payroll $20,500,000

Wage increases effected Dec. 2 and affecting every Ford employee in the United States and Canada, will total $20,500,000 yearly, according to a statement issued by Edsel B. Ford, president of the Ford Motor Co. Minimum wage was increased from six to seven dollars a day and wages exceeding the minimum were increased in hourly rates to amounts ranging from $7.20 to $10 a day. Mr. Ford explained that the company is able to make this wage increase partly because of anticipated economies, the long volume of production the company enjoyed for a period of months and an excellent outlook for next year. He also said that there would be no price increases.

Budd Wheel Changes Plant

The Budd Wheel Company has undertaken a complete rearrangement of its Detroit plant. This has made available approximately 25,000 sq. ft. in the former wheel building which has now become the Budd engineering building and will have the inspection, tool, design, wheel engineering, body engineering, laboratory and wheel experimental departments, in addition to an engineering display room.

Hyle With Robert Bosch

Howard D. Hyle has been appointed to the Trade Sales Division of the Robert Bosch Magneto Company, Inc., as district representative for eight Western States. Previous to joining the Robert Bosch organization, Mr. Hyle was associated with the Electric Equipment Company of Los Angeles.

Oswald Is Transferred

R. Z. Oswald, during the past five years district manager for Thompson Products, Inc., of the Atlanta territory, has been transferred to the main plant of the company at Cleveland, according to announcement by L. M. Clegg, general sales manager. Leonard W. Reeves will fill Oswald's place in the South.

Firestone Enlarging Plant

Firestone Tire & Rubber Co. is enlarging its Los Angeles factory by the addition of $3,000,000 in new units which officials state will make the plant the largest tire factory west of Akron, with a capacity of 15,000 tires and 17,500 tubes daily.

Pines Making Truck Shutters

Pines Winterfront Co., Chicago, announces that a new detachable model of automatic shutters for motor trucks is now in production.

P. O. to Extend Truck Use

The Postmaster General, Walter F. Brown, is planning to recommend to Congress additional legislation to broaden the scope of the present motor vehicle service now under contract, it was stated orally at the General Accounting office recently. The Postmaster General finds that new legislation has become necessary to secure contracts for carrying mail in the smaller towns and villages. Accordingly, the Postmaster General has requested the Comptroller General, J. R. McCarl, for a broad interpretation of the 1929 law dealing with contracts for motor vehicle service, pending the enactment of new legislation by Congress.

Diederichs Joins Autocar

W. J. Diederichs, formerly with the Westinghouse Electric & Mfg. Co., has joined the Autocar Company as metallurgist. He will work immediately under C. A. Borton, who is assistant to the president.

Thompson Products Promotes Crawford

Frederick C. Crawford has been promoted to general manager and first vice-president of Thompson Products, Inc., according to C. E. Thompson, president. Mr. Crawford has been with the Thompson organization since 1917, during which period he has worked in the engineering, sales and production departments until promoted to the office of general manager in 1922.

Frederick C. Crawford

Big Increase in Gas Taxes

Gasoline taxes have increased from an average of only 50 cents for motor vehicle in 1921 to $13.00 per vehicle in 1928 and may reach an average of $17.00 in 1929, the American Petroleum Institute finds in a survey of the gasoline tax situation.

White Newark Branch Finished

The White Company has just completed a $120,000 branch in Newark, N. J. The new building contains 55,000 sq. ft. of space and is equipped with complete service facilities. L. H. Magor is manager.

American Bosch to Build

The American Bosch Magneto Corp. has started a brick and steel addition of three story to its plant to house its heat-treating, sand-blasting and scrap reclamation operations. Additional shipping facilities will be included.

Keller Succeeds Whittaker

George D. Keller has been appointed manager of branches for Studebaker, succeeding C. K. Whittaker, who has been placed in charge of the New York retail branch. Mr. Keller's connection with Studebaker began in 1914.

Hendrickson Adds Three Models to Line

Three new models equipped with six-cylinder Buda engines have been added to the line of the Hendrickson Truck Company, Chicago. They are Model S-6, 2½-ton, $3,350; Model T-6, 3-ton, $3,800, and Model U-6, 4-ton, $4,900. The units of the two latter models are similar including Zenith carburetor, Auto-Lite ignition, Fuller clutch, four-speed Fuller transmission, Ross steering gear and Timken rear axle, the former is bevel drive and the latter worm. The 4-ton model is equipped with a Brown-Lipe clutch, Brown-Lipe Model 60-7 dual transmission and worm drive rear axle. All three models are equipped with vacuum operated Lockheed hydraulic four-wheel brakes.

Sterling Deliveries Gain

The Sterling Motor Truck Co. made a gain of 48 per cent in deliveries in the fiscal year ended Oct. 31 over the previous year, it is announced. Total number of units delivered were 1834, compared with 1236, an increase of 598. October, 1929, was the largest month of the year for Sterling.

Apollo Acquires Motor-Gauge

The Apollo Magneto Corp., Kingston, N. Y., has purchased the assets, patents and goodwill of the Automatic Motor Control Corp. of New York City, makers of the Motor-Gauge. The New York City office of the Apollo organization is at 1819 Broadway in charge of F. W. Bartlett, formerly president of the Splitdorf Electric Company.

Citroen and Peugeot

Recent rumors concerning the purchase and operation of the Citroen and Peugeot automobile companies by General Motors is said to have no basis of fact, according to information received from Alfred P. Sloan, Jr., president of the corporation.

Firestone to Build in Syracuse

The Firestone Tire Company has completed plans for the erection of a new Firestone building which will be erected at a cost of $150,000 at Syracuse, N. Y.

Autocar Appoints Smith

Wilbur W. Smith has been appointed manager of the Detroit branch of the Autocar Company, according to an announcement by H. M. Coale, vice-president in charge of sales.

Auto-Lite Acquires Lock Rights

The Electric Auto-Lite Company has acquired patent rights on Shaler Auto Locks from Shaler Lock Co., Milwaukee, and will soon start quantity production of the accessory in the Toledo plant.

Albert H. Vogel

Albert H. Vogel, aged 53, assistant superintendent of the Columbus branch of the Timken Roller Bearing Co., died suddenly Nov. 25. He was associated with the Timken company for 25 years.

Commercial Car Specifications on Page 65

They are almost . . . A Necessity

That is why, in a few months, Lockheed Hydraulic Four Wheel Brakes have captured the motor truck market.

Since January 1st, 1929, 38 trucks have adopted Lockheed Hydraulics—making a total of 63 trucks now Lockheed-equipped.

In this connection, we repeat what was said in a previous advertisement: "Perhaps the most significant of these adoptions are those in the bus field. These manufacturers are entirely candid in admitting that for safety and ease of bus operation, Lockheed Hydraulics are virtually a necessity."

HYDRAULIC BRAKE COMPANY
DETROIT, MICHIGAN, U. S. A.

LOCKHEED HYDRAULIC *Four* BRAKES *Wheel*

SALES PROMOTION

(Continued from page 25)

This company uses the truck to demonstrate all cinematograph outfits, which require to be shown to prospective customers in a darkened room equipped for adequate ventilation and with proper facilities for mounting a screen and projector. It is owned by the Houghton-Butcher, Ltd., 88 High, Melbourne, London. It affords drawing room comfort and seats eight persons normally but 15 can be accommodated by a special extension arrangement at the rear. The body, which is luxuriously finished, was designed and built by Melville Hart & Co., Westminster, S. W., England, and is mounted on a 3000-lb. Morris chassis. The cinema screen, which is detachable and is 3 x 2½ in. in size, is supported on the front bulkhead. Mounted on an upright locker in the rear is a cinema projector. The locker also houses cameras, boxes of films and other equipment of the salesmen. When it is desired to accommodate more than eight persons, the two rear doors can be opened, a tail-board let down and a sliding extension of the roof moved backward to increase the size 2 ft. 9 in., the length of the "hall." To complete the rear, a black curtain is provided, fixed to the woodwork by press buttons.

To introduce and popularize its coffee extract all over the country, J. Lyons & Company, Ltd., England, decided to make use of the flexibility of the truck in connection with a plan to offer a free cup of coffee to passersby at market places. A portable coffee-kitchen was designed and mounted on a Guy chassis, made by Guy Motors, Ltd., Wolverhampton, England. While this body appears to be a complicated piece of body construction, it is actually built along van lines. Externally the chief difference between this body and a van body is the fact that the left side swings up, forming a canopy and providing a counter. Kitchen equipment includes two urns for boiling water and one for hot milk. Water is carried in a tank above the driver's cabin and is connected to the water urns and water jacket of the milk urn. A special ventilation cowl in the roof carries off the steam. Cups and saucers are carried in special containers to reduce breakage, and covers are provided for stock and other articles. There is a washing-up tank with separate heating apparatus. A gasoline engine drives a dynamo for supplying electricity for illumination. Storage batteries are also fitted.

All coffee extract used and sold on the demonstrator is purchased locally from shopkeepers and retailers at retail prices. Thus the demonstrator is of greatest possible value to the local dealer. The demonstrator not only buys from them but stimulates the interest of the buying public in a merchandise they stock.

Tappet Clearances Can't Be Changed

(Continued from page 26)

.010 in. This position is shown on the chart by the line C. The valve does not move at all from position 1 to position 3 and it does not open at 3, in fact it does not start to open until position 4. Notice what happens when the valves start to open. Instead of valve rising very rapidly, as shown by the curve A-A, the valve remains closed until it is opened with a bang. Because there is too much clearance, the tappet is moving at high speed before it touches the end of the valve stem and therefore it hits the end of the stem with a blow like a hammer. While quick opening is very desirable, this action is not. Note also that the valve opens late, and closes early.

This chart shows why too much tappet clearance is bad for the engine. Too much clearance is better than too little. The usual complaint in case of too much tappet clearance is that the valve action is noisy. Noise is the least of the troubles resulting from excessive clearance.

Tappet clearance is usually given in thousandths of an inch and it is obvious that it should be measured in thousandths. Sheets of paper, strips cut from postal cards and pieces cut from old cylinder-head gaskets are not accurate means of measuring tappet clearance. Feeler gages are commonly used for this purpose but if a lot of clearance adjusting is done in a shop, there may be a lot of wear on the feeler gage. Therefore, many shops use strips of shim stock of known thickness or narrow strips of feeler stock made for the purpose.

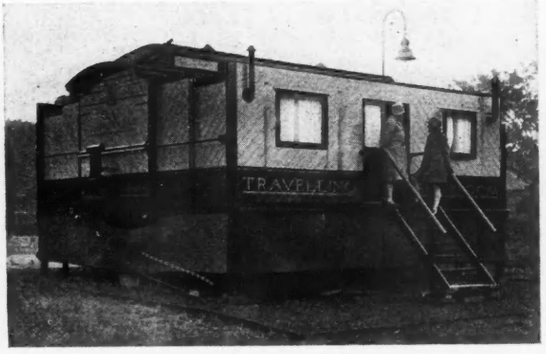
Livestock Bodies for Large Loads

(Continued from page 29)

What is said to be one of the largest trucks used in hauling cattle in the United States was built by the Douglas Truck Mfg. Co., Omaha, Neb., for the Pender Motor Express Co., Pender, Neb. Both the chassis and body were designed to suit midwestern load and road conditions and to meet the special requirements of the express company's business, which consists largely of hauling livestock to Omaha and Sioux City markets. The body, which serves for the transportation of either livestock or grain, is 24 ft. long, 7½ ft. wide and 7 ft. high. Powered with a six-cylinder Buda engine and equipped with four-wheel drive Wisconsin axles and 36 by 8 in. pneumatic tires all around, this job has a governored speed of 37½ m.p.h.

Schmidt Heads Kentucky Truck Club

Luke B. Schmidt of Elizabethtown, Ky., was elected president of the Motor Truck Club of Kentucky to succeed T. M. Millett, retiring president, at the recent annual meeting of that body. Other officers elected were: Clem S. Howard, vice-president; Arthur C. Weber, treasurer, and H. C. Kelting, secretary. The organization is composed of single truck and fleet owners and truck dealers of the state. Mr. Millett decried the fact that Kentucky truck operators in addition to a five-cent gas tax are required to pay license fees from 50 to 150 per cent higher than other states.



Exterior of showroom mounted on a trailer used by an English gas company to display gas appliances. Body sides telescope and unattractive supports are concealed by a canvas curtain

Interior of showroom, illustrating the attractive manner in which the appliances are displayed. The photographs were obtained through the courtesy of the Commercial Motor, England

Increases PAYLOAD Capacity 300%

. . . with little, if any, increase in operating costs!

THE Northwestern Terminal Company keeps four tractors rolling, hauling twenty trailers loaded with L. C. L. freight between outlying and downtown depots in Minneapolis and St. Paul.

In this particular type of haulage, according to A. W. Trenholm, Secretary, the company obtains from each scientific combination of a powerful General Motors Truck tractor with trailer, about three times as much work—measured in actual payload—as could be obtained from an ordinary standard truck. And with little, if any, increase in cost, he adds.

Moreover, while one trailer is being loaded, another is being unloaded and a third is enroute. Hence *man power* and *motive power* are both kept constantly at *productive* work.

The company operates on contract with the "Northwestern" lines, "Northern Pacific" lines and the "Soo" lines. The system saves the shipper 24 hours.

Twelve of the company's fleet of fourteen trucks and tractors are General Motors Truck units.

* * *

You might find it profitable to find out *how* and *why* General Motors Trucks can turn in real profits, day in and day out, for you. This great line of proved money-makers merits investigation. Write, phone or call.

GENERAL MOTORS TRUCKS

GENERAL MOTORS TRUCK COMPANY, Pontiac Mich. (*Subsidiary of* Yellow Truck & Coach Mfg. Co.)
GENERAL MOTORS TRUCKS, YELLOW CABS and COACHES
Factory Branches, Distributors, Dealers—in 1500 principal cities and towns
(*Time payments financed through* Yellow Manufacturing Acceptance Corporation *plan, at lowest available rates*)

ALWAYS INVESTIGATE WHAT GENERAL MOTORS HAS BEFORE YOU BUY

LEGAL DECISIONS

Greater Convenience Wins

Of two applicants for a certificate, the one showing greater public convenience, provided other things are equal, should receive the franchise, according to the California Commission. Application for certificate was made by United Stages, a motor transportation company and, later, by an electric railway company. The stage line submitted evidence of its financial responsibility and the fact that it was operating other lines under certificate without loss. The stage line rate schedule averaged less than that of the railway company. This evidence was recognized by the commission in giving preference to the United Stages petition.

Imposed Penalty Indirectly

Ordinarily commissions have no authority to impose penalties for violations of their orders, but a peculiar instance arose in Colorado in which an operator found guilty of violating a lawful tariff asked for the privilege of paying a fine. The Commission pointed out that it was doubtful whether under the law it had power to fine an operator, but stated to the operator that if he so desired he would be permitted to pay $50 to the secretary of the Commission to be turned into the state treasury in lieu of a suspension of the certificate." (G. & W. Garage & Tours Co. Case No. 367, Decision No. 1846.)

Saved by Need of Service

An automobile carrier violating a law of Nebraska by interstate operations without authority was recently granted such authority by the Nebraska Commission upon application therefor, and the prosecution of the offense was waived. While ignorance of the law is never an excuse for violating it, penalty was withheld because of the necessary service provided, the good faith of the applicant, and the assurance that all state laws would be complied with in the future. (Cornhusker Stages Lines, Application No. 7279.)

Defines Freight and Express

There is no distinction in the field of motor truck transportation between freight service and express service, according to the Montana Commission. The terms, in the commission's opinion, do not have the precise meaning that they enjoy with reference to carriage by rail. (Butee-Virginia City Freight Service, Mont. Docket M. R. C. No. 37, Report and Order No. 1506.)

Fit the Body to the Truck

(Continued from page 20)

and the resale or scrap value is considerably higher. For custom-built bodies I believe composite construction of aluminum and wood and steel reduce the initial cost and still permit substantial saving in weight.

The flexible mounting of bodies and cabs requires considerable development. I believe much of the trouble of frame breakage is due to overloading. It seems, however, that when bodies are clamped tight to the chassis, the trouble is more pronounced than when the clamps are loose. A rigid body on a flexible frame is bound to cause some trouble. Rubber-mounting of tanks has proved very satisfactory, although a bit expensive, and not so easy to apply on all types of bodies. Tanks have also been mounted on three points, but the successful application of this seems limited to tank bodies which are of rigid construction.

Bus body mounting, which is further developed than that of commercial bodies, shows some good solutions to this problem. For example, we tried making flexible joints of fabric and rubber between the cowl and body. This helped, but spoiled the appearance and left about 4 ft. of the front of the body overhanging from its main support on the chassis. Our latest construction, which is very effective, is to build the entire body shell and cowl on a steel base. This base is attached to the chassis at the rear, but is allowed to float in rubber blocks at the front end. Maintenance of both body and chassis can be reduced appreciably by using a good flexible mounting, and I believe it is not receiving the attention it deserves.

New Truck Ideas Assure Progress

(Continued from page 16)

detached lining or lining and shoe assembly.

The emergency brakes he said would be: internal, fully enclosed; equal pressures and lining contact for approximately 360 deg. of drum; anchorage on transmission or as part of transmission unit; ability to slide wheels in emergency, but permitting ease of operation for ordinary service; adjustable at a point outside of the brake; drum of minimum diameter, light section and weight, of non-scoring material and good for life of the truck.

Salesmen and operators will be glad to know that Mr. Ingersoll kicked them for a well-placed field goal when he said that overselling a truck's capacity and overloading the chassis are the greatest enemy of proper brake design.

As everyone in the industry knows, chassis load space dimensions (rear of cab to center of rear axle) are as plentiful as moths in the average dress suit. Pierre Schon, of General Motors Truck, brought out the fact that his company had made a survey and in the case of one truck maker had found no less than 28 dimensions. The point he wished to make was that such a confusing situation demanded a remedy and some sort of action from the S.A.E. Standard Committee. His company, he divulged, had decided upon a remedy, which consists of standardizing in 1930 on eight load space dimensions. On a blackboard that was handy he charted from memory the body lengths to which the eight standard load space dimensions will apply:

Load Space Dim No.	Variation Ft.	Standard Body Length	Variation Ft.
1.	5½	6	6½
2.	7	7½	8
3.	8½	9	9½
4.	10	10½	11
5.	11	12	13
6.	14	15	16
7.	17	18	19
8.	20	21	22

The complete accuracy of this chart may be questionable, but at the very least it will serve to show the line along which General Motors Truck is working.

And if Frank Fageol should design a truck for door-to-door delivery purposes don't be surprised, because he has investigated the field and has his own ideas as to the design that is needed. He didn't say what, and he didn't say when, but he "inkled" enough.

4 Body Styles on New Mack

(Continued from page 38)

are designed to be mounted above the wheels. The frames of both bodies are of steel, with the wood floor set into the frame. Guides and flares of the express body are also of steel. The racks of the platform body are wood and are eight in number, three on each side and two in the rear. The front rack, carrying a 24 x 36-in. signboard is permanently fixed. Dimensions of the body are given in the box.

Cylinders of the engine are cast in block with a separate single head and pistons are of aluminum alloy. The 2⅝-in. counterbalanced crankshaft rotates in seven main bearings. Lubrication is full-pressure feed to main, connecting rod and camshaft bearings. Ignition is by battery distributor with semi-automatic advance. The cooling system consists of tubular fin type radiator, manually controlled radiator shutters, combined fan and water pump mounted on front of cylinder block, thermostatic control by means of cold water by-pass.

A multiple disk clutch, four-speed unit-mounted transmission and a full-floating bevel drive rear axle with two operational ratios comprise the power line. The steering gear of Mack design is worm and sector type. The hand brake is mounted on the driveshaft.

Equipment includes a two-unit, six-volt electric starting and lighting system, oil filter, electric gasoline gage, electric horn, electric lights, tire carrier, front bumper, dash thermometer, electrolock switch, windshield wiper, hydraulic jack. The cab, Mack-built, is of the coupe type, fully inclosed.

Commercial Car Specifications—Corrected Monthly

The Specifications, Chassis Prices, Etc., Are Corrected Each Month From Data Supplied Direct by the Makers. Gasoline Tractor-Trucks Will be Found at the End of Gasoline Commercial Cars

• Changes
† New Models

Those Chassis Which Are Sold and Recommended for Bus Use Are Designated in the Following Table by Reference Sign (§) in Front of the Name

(Where prices are not given it is because we have been unable to get them from authoritative sources)

Key of abbreviations page 78

Trade Name and Model	General: Chassis Price	Standard Wheelbase (inches)	Maximum Wheelbase furnished	Tire Size: Front (inches)	Tire Size: Rear (inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Standard Wheelbase: Cab to rear of frame	Standard Wheelbase: Cab to rear axle	Chassis Weight (lbs.) (stripped)
1000 Pounds																																
Chevrolet Int. Com	400	107	107	B 4.50/20	B 4.50x20	Own	6-3 1/8x3 3/4	26.3	H	PG	Non	Har	Car	P	D-R	D-R	P. Own	Own Int.	U	3	Own	Own Int.	S	1/2	3.82	12.68	E*	Own Int.	Own	.....	26 5/8	1815
Dodge Brothers	525	109	109	B 4.75/29	B 4.75/29	Own	4-3 5/8x4 1/4	21.0	L	PC	Non	McC	Car	V	D-R	N-E	P. Roc	Own	U	3	Own	Own	S	1/2	4.7	14.28	G	Own	Gem	.....	.....	1900
Durant Com. Ch	495	107	.....	B 4.75/28	B 4.75/28	Con	4-3 5/8x4 1/4	18.2	L	PC	Non	Fed	Til	V	A-L	A-L	P. Own	Own	A	3	Spi	Own	S	1/2	4.87	16.16	E*	Own	Own	.....	.....	1650
Fargo Packet	595	.....	.....	B 5.00/19	B 5.00/19	Own	6-3x4 1/2	21.6	L	FP	Non	Own	Str	V	N-E	N-E	D. Own	Own	U	3	Own	Own	S	1/2	4.7	.....	E†	Own	.....	.....	.....	1935
Gen. Mot. T11-1001	625	109 5/8	.....	B 5.00/19	B 5.50/19	Pontiac	6-3 1/8x3 7/8	26.3	L	PC	Non	Lon	Mar	O	D-R	D-R	P. Own	Pontiac	U	3	M.M.	Pontiac	S	1/2	4.42	14.67	G*	Pontiac	Jac	.....	.....	1885
Whippet 96A	405	103 1/4	103 1/4	B 4.75/28	B 4.75/28	Own	4-3 1/8x4 1/4	15.6	L	PC	Non	Own	Til	V	A-L	A-L	P. B&B	Own	U	3	M-M	Own	S	1/2	4.55	14.7	H *	Own	Own	.....	26	1691
1500 Pounds																																
Dodge Brothers	675	124	124	B 5.50/20	B 5.50/20	Own	4-3 5/8x4 1/4	21.0	L	PC	Non	Fed	Car	V	D-R	D-R	P. B&B	W-G	U	3	Spi	Own	S	1/2	5.63	21.16	G	Own	Han	66 7/8	31	2260
Dodge Brothers	725	124	124	P 30x5	P 30x5	Own	4-3 5/8x4 1/4	21.0	L	PC	Non	Fed	Car	V	D-R	D-R	P. B&B	W-G	V	3	Spi	Own	S	1/2	5.63	21.16	G	Own	Han	66 7/8	31	2380
Dodge Brothers	825	124	124	P 30x5	P 30x5	Own	6-3 3/8x3 7/8	27.3	L	PC	Non	Fed	Zen	V	N-E	N-E	P. B&B	W-G	V	3	Spi	Own	S	1/2	5.11	19.21	G	Own	Han	66 7/8	31	2480
Dodge Brothers	775	124	124	B 5.50/20	B 5.50/20	Own	6-3 3/8x3 7/8	27.3	L	PC	Non	Fed	Zen	V	N-E	N-E	P. B&B	W-G	U	3	Spi	Own	S	1/2	5.11	19.21	G	Own	Han	66 7/8	31	2360
Dover	595	110 1/2	110 1/2	B 30x5	B 5.50/30	Own Super 6	6-2 3/4x4 1/2	18.2	L	SP	Non	Har	Mar	V	A-L	A-L	D Own	Own	U	3	Spi	Own	S	1/2	5.6	18.16	K	Own	Gem	50 5/8	25 5/8	1965
Fargo Clipper	725	.....	.....	B 5.50/18	B 5.50/18	Own	6-3 1/8x4 1/4	23.4	L	FP	Non	Own	Str	V	D-R	D-R	D. Own	Own	U	3	Own	Own	S	1/2	4.9	.....	E†	Own	.....	.....	.....	2340
Int. Harvester Spec. Del.	.....	124	124	B 5.25/30	B 5.25/30	Wau XA	4-3 1/2x4 1/2	19.6	L	PC	Non	Lon	Zen	V	D-R	D-R	Roc	M.M.	U	3	M-M	Eat 502	S	1/2	4.45	15.1	H*	Eat 200F	Ros	86 5/8	50 5/8	2200
Kleiber	1170	121	.....	B 5.50/30	B 5.50/30	Con	6-2 7/8x4 3/4	19.8	L	PC	Non	Fed	Str	V	D-R	D-R	B-L	B-L 20	U	3	Spi	Tim 52604	B	1/2	4.9	.....	H	Tim 11703H	Ros	84	86	2400
Rugby Fast Mail	725	110	.....	B 5.00/29	B 5.00/29	Con	6-2 7/8x4 3/4	19.8	L	PC	Non	Fed	Til	V	A-L	A-L	P. Own	Own	U	3	Spi	Own	S	1/2	4.45	14.8	E*	Own	Own	.....	.....	1760
Stewart Buddy	895	118	118	B 5.30/30	B 5.50/30	Lyc	6-2 7/8x4 3/4	19.8	L	PC	Non	Own	Str	V	D-R	D-R	D. Own	Own	U	3	Own	Own	S	1/2	5.6	17.3	G*	Own	Gem	77 1/16	40 1/16	2694
*Studebaker GN-P	845	115	.....	B 6.00/19	B 6.00x19	Own	6-3 3/8x4 1/8	27.3	L	PC	Non	Lon	Str	P	D-R	D-R	D. Lon	W-G	U	3	Spi	Own	S	1/2	4.7	14.3	K	Own	Ros	.....	.....	2300
1 Ton																																
Acme 17	.....	136	.....	P 30x5	P 30x5	Con 29L	6-2 7/16x4 3/4	18.2	L	PC	Non	Per	Til	V	A-L	A-L	P. B&B	Ful WO	U	4	Blo	Tim 52000H	S	F	5.83	35.9	G	Tim 11703H	Ros	108	58	3000
Acorn 20P	1185	132	.....	P 30x5	P 30x5	Con 16C	6-3 1/4x4 5/8	27.3	L	PC	Non	Chi	Str	G	A-L	A-L	D. Ful	Ful DU10	U	3	Spi	.....	B	1/2	4.5	.....	.....	.....	Ros	.....	.....	3500
Atterbury A	.....	132	145	P 30x5	P 30x5	Lyc WRG	6-2 7/8x4 3/4	18.2	L	PC	Non	Fed	Zen	G	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim 52000H	S	F	6.83	43.5	G	Tim 11703H	Gem	98 1/2	55	3000
Biederman	.....	138	.....	P 30x5	P 30x5	Con 8R	6-3 3/8x4 1/2	27.3	L	PC	Non	Own	Zen	G	D-R	A-L	D. B-L	B-L 31	U	3	Spi	Cla	B	1/2	5.5	27.	A†	Shu	Ros	92	.....	3200
Clydesdale 16	.....	140	.....	P 34x5	P 34x5	Con S4	4-4 1/4x4 1/2	28.9	L	FP	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Tim 5620	B*	F	6.43	30.86	A	Tim 1250	Ros	.....	.....	3450
Commerce 20Y	1600	142	.....	P 30x5	P 30x5	Bud HS6	6-3 3/4x4 1/2	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	P. B-L	B-L 20	U	4	Blo	Col 54028	S	F	5.1	25.5	G	Col 5530	Han	103 1/2	63	3900
Denby 41	.....	128	.....	P 34x5	P 34x5	Her OX	4-4x5	25.6	L	PC	Non	Lon	Zen	G	A-L	A-L	D. Ful	Ful	U	3	U-P	Col 54005	S	3/4	5.8	23.2	...	Con	Ros	.....	.....	3315
Diamond T151	1090	132	.....	P 30x5	P 30x5	Con 18E	6-3 1/8x4	27.3	L	PC	Non	G&O	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Spi	Col	S	1/2	5.12	18.6	G†	Col 3203	Ros	96	.....	3200
Dodge Brothers	1110	140	140	P 32x6	P 32x6	Own	6-3 3/8x3 7/8	27.3	L	PC	Non	Fed	Ste	V	N-E	N-E	P. B&B	W-G	U	4	U-P	Own	S	1/2	5.67	26.40	G	Own	Han	95 1/4	59 1/4	3000
Dodge Brothers	1065	140	140	P 30x5	P 30x5	Own	6-3 3/8x3 7/8	27.3	L	PC	Non	Fed	Ste	V	N-E	N-E	P. B&B	W-G	U	4	U-P	Own	S	1/2	5.67	26.40	G	Own	Han	95 1/4	59 1/4	2955
Dodge Brothers	1100	140	140	P 33x5	P 33x5	Own	6-3 3/8x3 7/8	27.3	L	PC	Non	Fed	Ste	V	N-E	N-E	P. B&B	W-G	U	4	U-P	Own	S	1/2	5.67	26.40	G	Own	Han	95 1/4	59 1/4	2985
Dodge Brothers	745	133	133	B 6.00/20	P 32x6	Own	4-3 5/8x4 1/4	21.0	L	PC	Han	Fed	Car	V	D-R	D-R	P. B&B	Cla	U	4	U-P	Own	S	1/2	5.6	36.1	G	Own	Han	85 7/8	50	2590
Dodge Brothers	760	133	133	P 30x5	P 30x5	Own	4-3 5/8x4 1/4	21.0	L	PC	Han	Fed	Car	V	D-R	D-R	P. B&B	Cla	U	4	U-P	Own	S	1/2	5.6	36.1	G	Own	Han	85 7/8	50	2470
Dodge Bothers	845	133	13?	B 6.00/20	P 32x6	Own	6-3 3/8x3 7/8	27.3	L	PC	Han	Fed	Zen	V	N-E	N-E	P. B&B	Cla	U	4	U-P	Own	S	1/2	5.1	33.4	G	Own	Han	85 7/8	50	2690
Dodge Brothers	860	133	133	P 30x5	P 30x5	Own	6-3 3/8x3 7/8	27.3	L	PC	Han	Fed	Zen	V	N-E	N-E	P. B&B	Cla	U	4	U-P	Own	S	1/2	5.1	33.4	G	Own	Han	85 7/8	50	2570
Fargo Freighter	795	.....	.....	B 6.00/20	B 32x6	Own	6-3x4 1/2	21.6	L	F	Non	Own	Str	V	N-E	N-E	.....	Own	U	4	U-P	Cla	S	1/2	5.67	.....	E†	Own	.....	.....	.....	2725
*Federal 3F6	.....	127	139	P 30x5	P 30x5	Con 34L	6-2 7/8x4 3/4	19.8	L	PC	Non	Lon	Zen	V	D-R	D-R	P. B&B	Own	U	3	Pet	Cla B364	B	1/2	6.38	23.27	G†	Cla F208	Gem	95	51	2915
*Federal 3FW	.....	127	139	P 30x5	P 30x5	Wau XA	4-3 1/2x4 1/2	19.6	L	PC	Non	Lon	Zen	V	D-R	D-R	P. B&B	Own	U	3	Pet	Cla B364	B	1/2	6 38	23.27	G†	Cla F208	Gem	95	51	2830
Fisher Jr. Express	.....	140	140	P 30x5	P 30x5	Con 31L	6-2 7/8x4 3/4	19.8	L	FP	Non	Lon	Zen	V	A-L	A-L	. Lon	M.M L U	U	3	Blo	Tim 52000H	S	1/2	5.83	.....	E	Tim 11703H	Ros	108	73 1/8	3250
Garford 20Y	1600	142	.....	P 30x5	P 30x5	Bud HS6	6-3 3/8x4 1/2	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	P. B-L	B-L 20	U	4	Blo	Col 54028	S	F	5.1	25.5	G	Col 5530	Han	103 1/2	63	3900
Gen. Mot. T19-2001	1015	127 3/4°	145 3/4	P 32x6	P 34x7	Pontiac	6-3 7/8x3 7/8	26.3	L	PC	Non	Lon	Mar	O	D-R	D-R	P. Own	Mun	U	4	Spi	Tim 5261N	S	1/2	6.14	34.11	G*	Tim 11710N	Jac	91	52 1/4	2950
Gen. Mot. T19-2002	975	127 3/4°	145 3/4	P 30x5	DP30x5	Pontiac	6-3 7/8x3 7/8	26.3	L	PC	Non	Lon	Mar	O	D-R	D-R	P. Own	Mun	U	4	Spi	Tim 5261N	S	1/2	6.14	34.11	G*	Tim 11710N	Jac	91	52 1/4	2875
Gen. Mot. T19-2003	895	127 3/4°	145 3/4	B 5.50/20	P 32x6	Pontiac	6-3 7/8x3 7/8	26.3	L	PC	Non	Lon	Mar	O	D-R	D-R	P. Own	Mun	U	4	Spi	Tim 5261N	S	1/2	6.14	34.11	G*	Tim 11710N	Jac	91	52 1/4	2800
Gramm-Bernstein 10	.....	129	146	P 30x5	P 30x5	Lyc CT	4-3 3/4x5	22 5	L	PC	Non	Own	Zen	G	A-L	A-L	D. Mun	Mun T23	U	3	Pic	Sal A	B	3/4	5.85	23.08	B*	Sal D	Ros	97	57 3/8	3020
Hahn 7H	.....	124	.....	P 30x5	P 30x5	Con 29L	6-2 7/8x4 3/4	19.8	L	FP	Non	G&O	Zen	V	A-L	A-L	P. B&B	W-G	U	3	Blo	Tim 52000H	B	F	.....	.....	I	Tim 11703H	Ros	86	.....	3100
Indiana 200	.....	137°	149	P 30x5	P 32x6	Wis F	6-3 1/4x4 1/4	25.3	H	PC	Non	Lon	Zen	V	A-L	A-L	P. B&B	B-L 20A	U	3	Spi	Col 36000	B	1/2	5.12	21.3	G*	Col 3200	Ros	96	56	3435
Int. Harv'tr 6 Sp. Spec.	.....	124	124	P 30x5	P 30x5	Wau XA	4-3 1/2x4 1/2	19.6	L	PC	Non	Lon	Zen	V	D-R	D-R	. Roc	M.M.	U	3	M.M.	Eat 1124*	S	1/2	5.29	52.6	H*	Eat 430F	Ros	86 5/8	50 5/8	2430
Kissel	.....	140	.....	P 34x5	P 34x5	Own	4-3 7/8x5 1/2	24 1	L	SP	Non	McC	Str	V	D-R	D-R	D. W-G	W-G T38L	U	3	Spi	Tim 6253	W	F	5.16	18.88	A*	Tim 1452	Ros	.....	.....	3780
†Kenworth V5	1375	132	132	P 30x5	P 30x5	Con 18E	6-3 5/8x4 1/2	27.3	L	PC	Non	G&O	Zen	G	A-L	A-L	P. B-L	B-L	U	3	Spi	Cla	S	1/2	5.12	18.6	G†	Cla	Ros	96	54	3300

Key of abbreviations page 78

Trade Name and Model	Chassis Price	Standard Wheelbase (inches)	Maximum Wheelbase furnished	General: Tire Size Front (inches)	General: Tire Size Rear (inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Gear Ratios: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Standard Wheelbase: Cab to rear of frame	Standard Wheelbase: Cab to rear axle	Chassis Weight (lbs.) (stripped)
1 Ton—Cont'd																																
Kleiber	1450	140	140	P 30x5	P 30x5	Con 16C	6-33/8x4	27.3	L	PC	Non	Own	Str	G	D-R	D-R	D. B-L	B-L 20	U	3	Spi	Tim 52000H	B	1/2	7.2	35.0	A*	Tim 12307	Ros	100	64	3000
Larrabee 20		143	160	P 30x5	P 30x5	Con 16C	6-33/8x4 5/8	27.3	L	PC	Non	Per	Zen	G	D-R	D-R	D. B-L	B-L 20	D	3	Spi	Col	B	1/2	5.12	20.84	G*	Col 3204	Ros	96	54+	3745
Le Moon HB10	1500	130	140	P 32x6	P 32x6	Con 16C	6-33/8x4 5/8	27.3	L	FP	Non	Chi	Str	G	DJ	DJ	D. Ful	Ful SU10	D	3	Spi	Tim 52000H	B	1/2	5.6	18.7	B*	Tim 11703H	Ros	96	66	3000
Luedinghaus		130	172	P 30x5	P 30x5	Wau V	4-4x5	25.6	L	PC	Non	Own	Zen	G	Ela	A-L	P. B&B	B-L 20	D	4	Blo	Own 20	R	1/2	5.14	25.7	E	Shu 5410	Han	120	72	4100
Relay 20B	1700	142		P 30x5	P 30x5	Bud HS6	6-33/8x4 1/2	27.3	L	PC	Non	Lon	Zen	V	A-L	D-R	D. B-L	B-L 20	D	3	Pet	Own	S	1/2	5.21	18.47	E†	Col 5530	Ros	103 1/2	63	2755
Reo DA	995	127	138	P 30x5	P 30x5	Con 16E	6-33/8x4	27.3	L	PC	Non	Fed	Zen	V	A-L	D-R	P. B&B	W-G	D	3	Pet	Own	S	1/2	5.21	18.47	E†	Own	Ros	97 3/4	57 1/2	2850
Reo DC	1075	138		P 30x5	P 30x5	Con 16E	6-33/8x4	27.3	L	PC	Non	Fed	Sch	V	A-L	D-R	P. B&B	W-G	A	4	Pet	Own	S	1/2	5.39	22.4	E*	Sal	Gem	87	49 1/2	2510
Reo DE	975	128		P 30x5	P 30x5	Con	6-33/4x4 3/4	18.2	L	PC	Non	Fed	Til	V	A-L	D-R	P. Own	B-L 20	D	3	Blo	Own	S	1/2	5.33	22.	H	Eat	Ros	96	75 1/2	2550
Rugby Exp		120		P 30x5	P 30x5	Con 31L	6-27/8x4 1/4	19.8	L	PC	Non	Own	Str	V	D-R	A-L	P. B&B	Ful	D	3	Blo	Tim 52000	B	1/2	5.8		G	Tim	Ros	96		3100
Sanford 8		124		P 30x5	P 30x5	Con 29L	6-27/8x4 1/4	19.8	L	FP	Non	Lon	Zen	G	D-R	A-L	P. B&B	B-L 20	D	4	Blo	Col 54023	B	1/2	5.6	25.5	E	Col 5530	Han	103 1/2	63	3500
Selden 7	1600	142	124	P 30x5	P 30x5	Bud HS6	6-33/8x4 1/2	19.8	L	FP	Non	Fed	Str	G	D-R	A-L	D. W-G	W-G	D	3	Spi	Sal	S	1/2	5.6	17.1	G*	Own	Gem	90 3/4	50 3	2806
Service 20Y	995	128	138	P 30x5	P 30x5	Lyc	6-27/8x4 1/4	19.8	L	PC	Non	Mcf	Str	G	D-R	D-R	D. Lon	Own	D	3	Spi	Own	S	1/2	4.64	13.8	G	Own	Ros	97	62 3/8	2900
Stewart Buddy	995	128	138	P 30x5	P 30x5	Lyc	6-27/8x4 1/4	19.8	L	PC	Non	Mcf	Str	G	D-R	D-R	D. Lon	Own	D	3	Spi	Own	S	1/2	4.64	13.8	G	Own	Ros	97	62 3/8	2900
*Studebaker GK-N	1095	146		P 30x5	B 6.00/20	Own	6-39/8x4 7/8	27.3	L	PC	Non	Per	Zen	P	D-R	A-L	P. B&B	W-G T 71	D	3	Blo	Cla B-365	S	1/2	5.66	17.0	A	Shu 5400	Ros	94	55	2400
Studebaker GN-S	1045	130		P 32x4 1/2	P 32x4 1/2	Con 29L	6-27/8x4 1/4	19.8	L	PC	Non	Per	Per	V	A-L	A-L	P. B&B	W-G T 71	D	3	Blo	Cla B-365	S	1/2	5.66	17.0	A*	Shu 5400	Ros	94	55	2500
United 16		122 1/2		P 32x4 1/2	P 32x4 1/2	Con 29L	6-27/8x4 1/4	19.8	L	PC	Non	Own	Str	V	A-L	A-L	P. B&B	B-L 31	D	3	Blo	Cla B-501	B	1/2	6.25	30.0	A*	Tim 1250	Lav	108	70	3400
United 16C		122 1/2		P 32x4 1/2	P 32x4 1/2	Con 29L	6-27/8x4 1/4	19.8	L	PC	Non	Own	Zen	V	A-L	A-L	P. B&B	B-L 31	D	3	Blo	Tim 5511	B	1/2	5.5	22.5	A*	Tim 1250	Ros	120	84	3300
§U. S. U	1850	138	162	P 34x5	S 34x5	Bud WTU	4-33/4x5 5/8	22.5	L	PC	Non	G&O	Own	V	Boe-A	L-N	P. Own	B-L 30	D	4	Spi	Own 15	S	1/2	5.36	18.6	A*	Own 15	Own	96 7/8	57 3/4	3242
Wachusett S	1545	133 1/2	152	S 34x5	S 34x5	Con 8R	4-33/4x5 5/8	27.3	L	PG	Non	Own	Zen	V	D-R	D-R	P. Own	Own 4C	S	4	Spi	Own 4D	S	1/2	4.73	17.86	G†	Own 4D	Han	112	58 3/4	3662
White 15B	1850	138*	150	P 30x5	P 30x5	Own GKA	4-33/4x5 5/8	22.5	L	FP	Non	Own	Zen	V	D-R	A-L	P. Lon	Own 3B	D	4	Spi	Ful	S	1/2	5.83	36.0	G†	Tim	Ros	108	60	3600
White 60		138*	157	P 30x5	P 32x6	Own 2A	6-33/4x4 1/2	29.4	L	FP	Non	Own	Mod	V	D-R	A-L	P. Lon	Ful	D	4	Blo	Own										
World. D-60		143	151	P 32x6	P 32x6	Lyc 4SL	6-33/4x4 1/2	25.3	L	PC	Non	Mod	Zen	V	A-L	A-L	P. Lon	Ful	D	4	Blo	Own										
1¼ Ton																																
Biederman		154	154	P 32x6	P 32x6	Con 8R	6-33/4x4 1/4	27.3	L	PC	Han	Own	Zen	G	D-R	A-L	D. B-L	B-L 31	D	3	Spi	Cla	B	1/2	5.0	20.84	G*	Col 3204	Ros	96	54	3100
Brockway Junior		130	130	P 30x5	P 30x5	Wis C	4-33/4x5	22.5	L	FP	Non	G&O	Zen	V	A-L	A-L	P. B&B	B-L 20	D	3	Spi	Col 36020	B	1/2	5.12	20.84	G*	Col 4002	Ros	Opt.	Opt.	3450
Brockway 75		137*		P 32x6	P 32x6	Con 16C	6-33/4x4 5/8	27.3	L	FP	Non	Per	Zen	V	D-R	Spl	D. B-L	B-L 31	D	3	Blo	Cla B501	B	1/2	6.28	29.5	A*	Shu 5405	Ros			3750
Clinton 20B		150	Opt.	P 30x5	P 34x5	Bud WTU	4-33/4x5 5/8	28.9	L	FP	Non	Own	Zen	V	Boe-A	D-R	D. B-L	B-L 31	D	3	Spl	Tim 6258	W	1/2	6.75	32.4	A*	Tim 1250	Ros	106	64	3380
Clydesdale 10A		154*		P 32x6	P 34x5	Con S4	4-4 1/4x4 1/2	28.9	L	FP	Non	Own	Zen	V	D-R	D-R	D. B-L	B-L 20	D	3	Spi	Tim 52000H	S	F	5.83	29.15	G†	Tim 11703H	Ros	103 1/2	56	3500
Corbitt 620		137	150	P 32x6	P 32x6	Con 18E	6-33/4x4	27.3	L	FP	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 20A	D	3	Spi	Tim 52000H	B	1/2	5.83	24.19	G	Tim 11703H	Ros	103 1/2	56	2910
Day-Elder MF	1345	131	131	P 30x5	P 30x5	Con 16C	6-33/8x4 5/8	27.3	L	FP	Non	G&O	Zen	V	D-R	A-L	D. B-L	B-L 20	D	3	Spi	Tim 52000H	B	1/2	5.66	36.8	A	Cla 365	Gem	120		3675
Defiance RU-45		145	160	P 32x6	P 32x6	Con	6-33/4x4 1/2	27.3	L	FP	Non	Own	Zen	V	D-R	A-L	D. Ful	Ful KU	D	4	Spi	Tim 52000	B	1/2	5.66	27.85	G	Tim 11703H	Ros	120	84 1/2	3675
Fageol 100	1300	156*	168	P 32x6	B 7.00/32	Wau XA	4-33/4x4 1/2	19.6	H	PC	Non	Lon	Zen	V	D-R	D-R	P. Own	B-L 20	D	4	Spi	Tim 52000	B	1/2	5.57	27.85	G	Tim 11710N	Jac	91	52 1/4	3650
Gen. Mot. T19-2001	1015	127 3/4*	145 3/4	P 32x6	P 34x7	Pontiac	6-3 7/8x3 7/8	26.3	L	PC	Non	Lon	Mar	O	D-R	D-R	P. Own	Mun	D	4	Spi	Tim 52000	B	1/2	6.14	34.11	G*	Tim 11710N	Jac	91	52 1/4	2875
Gen. Mot. T19-2002	975	127 3/4*	145 3/4	P 30x5	DP30x5	Pontiac	6-3 7/8x3 7/8	26.3	L	PC	Non	Lon	Mar	O	D-R	D-R	P. Own	Mun	D	4	Spi	Tim 52000	B	1/2	6.14	34.11	G*	Tim 11710N	Jac	91	52 1/4	2875
*Gotfredson RB-24		131	160	P 30x5	P 30x5	Bud WTU	4-33/4x5 5/8	22.5	L	FP	Non	Own	Zen	V	D-R	D-R	D. B-L	B-L 20A	D	4	Spi	Tim 52000H	B	1/2	5.83	24.19	G*	Tim 11703H	Ros			3200
*Gotfredson RB-26		136 3/4		P 30x5	P 30x5	Own	6-33/4x5	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L 20-4	D	4	Spi	Tim 52000H	B	1/2	5.85	Opt.		Sal D	Ros	97	57 3/8	3020
Gramm-Bernstein 10		129	146	P 30x5	P 30x5	Lyc CT	4-33/4x5	22.5	L	PC	Non	Own	Str	G	A-L	A-L	D. Mun	Mun T23	D	3	Pre	Cla B365	S	1/2	5.1	24.48	A	Sal A	Ros	97	44 1/2	3350
Indiana 11X		129	120	P 30x5	P 32x6	Her OX	4-4x5	25.6	L	PC	Non	Mcf	Str	G	A-L	A-L	P. B&B	B-L 31	D	3	Spi	Cla B365	S	1/2	5.1	24.48	A	Cla B365	Ros	97	51 1/2	3500
Indiana 11		129 1/2*	165	P 30x5	P 30x5	Lyc CT	4-33/4x5	22.5	L	PC	Non	Lon	Zen	V	D-R	A-L	P. Own	Own	D	3	M.M	Eat 1002	S	1/2	5.33	21.3	H*	Eat 430F	CAS	94	51 1/2	3200
Int. Harvester S-24		130		P 30x5	P 30x5	Lyc 4SL	6-31/4x4 1/2	25.3	L	PC	Non	Lon	Zen	V	D-R	A-L	P. Own	B-L 20	D	3	M.M.	Eat 1002	S	1/2	5.33	21.3	H*	Eat 430F	CAS	94	51 1/2	3250
Int. Harvester S-26	1195	134	134	B 6.75/32	B 6.75/32	Con 34L	6-27/8x4 1/4	25.3	L	PC	Non	Lon	Zen	V	D-R	A-L	D. B-L	B-L 20	D	4	Cle	Tim 52000H	B	1/2	5.83	29.17	G†	Tim 11703H	Ros	104	56	3000
Moreland Ace		144		P 32x6	P 32x6	Lyc 4SL	6-31/4x4 1/2	25.3	L	PC	Non	G&O	Zen	V	A-L	A-L	D. Ful	Ful	D	4	Spi	Cla	S	1/2	5.33	21.3	A*	Cla	Ros	111	62 1/2	3300
Republic Fleetmaster		128 1/2*		P 30x5	P 30x5	Lyc 4SL	6-31/4x4 1/2	25.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	D	3	U-M	Eat	S	1/2	5.33	21.3	A*	Eat	Han	98	53 1/4	3150
Republic 75-6		124*		P 30x5	P 30x5	Lyc 4SL	6-31/4x4 1/2	25.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	D	3	U-M	Eat	S	1/2	5.33	21.3	A*	Eat	Han	98	53 1/4	3000
Republic 75				P 30x5	P 30x5	Lyc CT	4-33/4x5	22.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	D	3	U-M	Eat	S	1/2	5.38	22.1	E*	Eat	Ros	86 3/4	40 1/2	2650
Sanford SE		130		P 30x5	P 30x5	Con	6-27/8x4 1/4	19.7		FP	Non	Own	Str	P	D-R	D-R	D. B-L	B-L 20	D	4	Blo	Tim 52000H	B	1/2	5.82	29.13	G	Tim 11703H	Ros	104	60	3355
Sterling DB7-64-18E		137	150	P 32x6	P 32x6	Con 18E	6-33/4x4	22.5	L	FP	Non	Own	Zen	V	D-R	D-R	D. Ful	Ful SU-1	D	4	Har	Cla B-36o	S	1/2	5.6	22.0	G	Col 3008	Gem	95 1/4	48 3/4	3326
Stewart 16	1295	130	160	P 32x6	P 32x6	Lyc CT	4-33/4x5	25.3	L	FP	Non	Own	Str	G	D-R	D-R	D. Ful	Ful	D	4	Spi	Cla	S	1/2	5.6	22.0	G*	.....	Ros	94 3/4	48 3/4	3326
Stewart 16X	1295	130	160	P 32x6	P 32x6	Lyc	6-31/4x4 1/2	25.3	L	FP	Non	Own	Str	G	D-R	D-R	D. Lon	Clark	D	4	Spi	Ful	S	1/2	5.10	33.5	G	Clark	Ros	89 3/8	61 3/4	3185
Stewart 16X	1245	146	160	P 32x6	P 32x6	Own	6-33/4x4 1/2	27.3	L	PC	Non	Mcf	Str	G	D-R	A-L	D. Lon	B-L 20B	D	4	Spi	Cla B-365	S	1/2	5.66	17.00	A	Shu 5400	Ros	95 5/8	53 3/8	2900
*Studebaker GN-N		128		P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	Per	Per	V	D-R	A-L	D. B-L	B-L 20B	D	3	Spi	Cla B-365	S	1/2	5.66	17.00	A	Shu 5400	Ros	91 3/8	49 1/2	2900
United 20		128		P 30x5	P 30x5	Con 16C	6-33/8x4 5/8	27.3	L	PC	Non	Per	Zen	V	D-R	A-L	D. B-L	B-L 20B	D	3	Spi	Own	B	1/2	4.46	Opt.		Own F	.....	.....	.....	.....
United 20C6		128		P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	Har	Zen	V	D-R	D-R	D. Ful	Ful	D	3	U-M	Own	B	1/2	5.1	20.4	G†	Tim	Ros	100	64	3000
Valley	1295	132	142	P 32x5	P 30x5	Her OX	6-33/4x4	25.6	L	FP	Non	Lon	Zen	V	D-R	D-R	D. Cov	Cor JUC	D	3	U-M	Tim	S	3/4	4.67	19.3	A*	Own 57	Own	100 7/8	62 1/4	3774
Victor 30	1595	131	180	P 32x5	P 30x5	Con 18E	6-33/4x4	27.3	L	FP	Non	Own	Zen	V	D-R	D-R	P. Own	Own GRBB	D	4	Spi	Own 57	S	1/2								
White 57	2725	146*	157 1/2	P 32x6	P 32x6	Own GRC	4-4x5 3/4	25.6	L	PC	Non	Own	Zen	V	D-R	D-R	D. B-L	B-L 20	D	4	Spi	Tim 52000H	B	1/2	6.83	34.15	G	Tim 11703H	Gem	120	68	4225
1½ Ton																																
Acme 24		144		P 30x5	P 30x5	Con S4	4-4 1/4x4 1/2	28.9	L	PC	Non	Per	Str	V	A-L	A-L	D. B-L	B-L 31	D	3	Blo	Col 54000	S	F	5.85	28.2	A	Col 5400	Ros	102 5/8	66 5/8	3450
Acme 26		144		P 30x5	P 30x5	Con 16C	6-33/8x4 5/8	27.3	L	PC	Non	Per	Str	V	A-L	A-L	D. B-L	B-L 31	D	3	Blo	Col 54000	S	F	5.85	28.2	A	Col 5400	Ros	102 5/8	66 5/8	3450
Acorn 30	2300	144		S 34x6	S 34x6	Con S4	4-4 1/4x4 1/2	28.9	L	PC	Non	Chi	Str	G	A-L	Boe-R	D. B-L	B-L 31	D	3	Spi	Cla B720	S	1/2	Opt.	Opt.	A	Shu 350	Ros	.....	.....	4400
Acorn 30-P	2300	144		S 34x4	DP32x6	Con 16C	6-33/8x4 5/8	27.3	L	PC	Non	Chi	Str	G	A-L	A-L	D. Ful	Ful SU 12	D	3	Spi	Cla B365	W	1/2	Opt.	Opt.	A*	Tim	Ros	121	71 5/8	4400
§Armleder 30		145*	187	S 34x6‡	S 34x6‡	Her OX	4-4x5	25.6	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L 35	D	3	Spi	Tim	W	1/2	7.25	39.0	A*	Tim	Ros	121	71 5/8	4400
Armleder 30B		150*	188	S 34x6‡	S 34x6‡	Bud KBU-1	4-4x5 1/4	25.6	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L 35	D	3	Spi	Tim	W	1/2	7.25	39.0	A*	Tim	Ros	121	71 5/8	4500
Armleder 30-6		153*	192	S 34x6‡	S 34x6‡	Bud HS6	6-33/8x4 1/2	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L 35	D	3	Spi	Tim	W	1/2	7.25	39.0	A*	Tim	Ros	121	71 5/8	4500
Atterbury K		145	160	P 30x5	DP30x5	Lyc 4SL	6-33/4x4 1/2	25.3	L	PC	Non	Lon	Zen	G	A-L	A-L	D. B-L	B-L 35	D	4	Spi	Tim 52000H	S	F	6.83	34.15	G	Tim 11703H	Gem	120	68	4225

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Trade Name and Model	General					Engine							Electrical System		Clutch	Gearset			Universals (Make)	Rear Axle			Gear Ratios		Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Standard Wheelbase		Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Maximum Wheelbase furnished	Tire Size: Front (inches)	Tire Size: Rear (inches)	Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Model	Location	No. of Forward Speeds		Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low				Cab to rear of frame	Cab to rear axle	
Schacht Series 15	1765	160	174	P 32x6	P 32x6	Con	6-3⅜x4⅝	27.3	L	FP	Neon	You	Zen	O	D-R	D-R	D. B-L	B-L	U	4	Spi	Tim	S	F	5.83	31.19	G	Tim 12703H	Ros	.....	.....	4100
Selden 17 Pacemaker	....	142	142	P 30x5	P 30x5	Con 18E	6-3⅜x4	27.3	L	PC	Non	Own	Str	V	D-R	D-R	D. B-L	W-G	U	4	Blo	Tim	B	F	5.1	.....	E*	Tim	Ros	110	66	3750
Service 30Z	2990	168	.....	P 34x5	DP34x5	Bud DS6	6-3⅝x5	31.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Tim 63702	W	F	6.5	34.8	E	Tim 14704H	Han	144	90	4700
Service 31Y	1900	162	.....	P 30x5	DP30x5	Bud HS6	6-3⅜x4½	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	P. B-L	B-L 20	U	4	Blo	Tim 54000	S	F	5.8	29.2	G	Col 5530	Han	133½	83	4300
Sterling DB9-64-16C	....	139	168	P 34x7	P 34x7	Con 16C	6-3⅝x4⅝	27.3	L	FP	.....	Per	Zen	V	.....	D-R	D. B-L	B-L 20	U	4	Har	Tim 54000H	B	S	5.82	29.13	G	Tim 12703H	Ros	102	60	3625
Stewart 28X	1495	136	176	P 30x5	DP30x5	Lyc	6-3¼x4½	25.3	L	FP	Non	Own	Str	G	D-R	D-R	D.Ful	Ful	U	4	Spi	Cla	S	½	6.37	47.0	G*	.....	Ros	114¾	63¾	3840
United 30	....	148	168	P 30x5	P 30x5	Con 8R	6-3⅜x4½	27.3	L	PC	Non	Per	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Col 54000	S	F	5.85	28.1	A	Shu 310	Ros	115⅝	75⅛	3500
United 30C6	....	148	168	P 30x5	P 30x5	Con 8R	6-3⅜x4½	27.3	L	PC	Non	Per	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Col 54000	S	F	5.85	28.1	A	Shu 310	Ros	110⅜	70⅛	3600
U. S. L	2450	148	166	P 32x6	P 34x7	Bud HS	6-3⅝x4½	27.3	L	PC	Non	Own	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Cla I-D	I	D	7.60	36.5	A*	Shu 350	Lav	120	72	4070
U. S. N	1950	144*	162	S 36x4	S 36x6	Bud	4-3¾x5½	22.5	L	PC	Non	Own	Str	V	A-L	A-L	D. B-L	B-L 31	U	3	Blo	Cla I-D	I	D	7.60	36.5	A*	Shu 350	Lav	109	75	4200
Valley	1595	132	142	P 30x5	P 30x5	Her OX	4-45	25.6	L	FP	Non	Har	.....	V	D-R	D-R	D. Ful	Ful	U	4	.....	Wis	R	..	Opt	Opt	...	Shu	.....	.....	.....	.....
Victor 35	1895	144	180	P 30x5	DP30x5	Con 18E	6-3⅜x4	27.3	L	PC	Non	Lon	Zen	V	D-R	D-R	D. Cov	Cov JUC	U	4	U-M	Tim	S	¾	5.1	20.4	G†	Tim	Ros	.....	.....	3650
Wachusett J	....	148	152	S 36x6	S 36x6	Con J4	4-3¾x5	22.5	L	FP	Non	G&O	Zen	V	Bos-A	Bos-A	D. B-L	B-L 35	U	4	Spi	Tim 64600D	W	¾	7.20	38.5	*	Tim 15300	Ros	120	84	3300
Wachusett K	....	154	170	.....	.....	Con K4	4-4¼x5¼	27.2	L	FP	Non	G&O	Zen	V	Bos-A	Bos-A	D. B-L	B-L 35	U	4	Spi	Tim 6460	W	F	7.75	41.5	*	Tim 1520	Ros	144	102	4800
*Whippet Six C-101	645	131	131	P 30x5	P 30x5	Own	6-3⅛x3⅞	23.4	L	PC	Non	Fed	Til	V	A-L	A-L	P. Roe	Ful WO	U	4	M.M.	Cla B-364	S	½	6.37	39.27	H*	Own	Own	86⅞	51⅝	2675
†Wichita 20	2350	144	144	P 30x5	P 34x7	Wau V	4-4x5	25.6	L	PC	Wau	Hex	Str	G	N-E	D-R	D. B-L	B-L 35	U	4	Spi	Own	W	F	6.5	34.8	A	She	Ros	107	70	5100
*Willys-Knight T-103	795	131	131	P 30x5	P 30x5	Own	6-2⅛x4⅜	20.7	X	PC	Non	Own	Til	V	A-L	A-L	P. Roe	Ful Wo	U	4	M.M.	Cla B364	S	½	6.51	39.27	H*	Own	Own	86⅞	51⅝	2808
Willys-Knight 15	1545	134°	134	P 30x5	P 32x6	Own	6-2⅛x4⅜	20.7	X	PC	Han	Fed	Til	V	A-L	A-L	P. B&B	Cov	U	4	Blo	Eat 1504	S	½	6.63	43.99	H*	Own	Ros	96	56⅜	3300
Willys-Knight 16	1595	151	174	P 30x5	P 32x6	Own	6-2⅛x4⅜	20.7	X	PC	Han	Fed	Til	V	A-L	A-L	P. B&B	Cov	U	4	Blo	Eat 1504	S	½	6.63	43.99	H*	Own	Ros	126	73⅛	3400
White 20A	2125	145½°	168	P 34x5	DP34x5	Own GKA	4-3⅞x5½	22.5	L	PG	Non	Own	Zen	V	L-N	L-N	P. Own	Own 20A	A	4	Spi	Own 20A	R	½	9.25	32.1	A*	Own 20A	Own	106⅞	69⅛	4412
White 61	2450	148°	170	P 30x5	DP30x5	Own 2A	6-3½x4½	29.4	L	FP	Han	Own	Zen	V	D-R	D-R	P. Own	Own 5B	U	4	Spi	Own 7C	S	½	5.67	23.4	G†	Own 7D	Han	115⅞	68⅞	4612
Witt-Will NN	2850	144	172	S 36x4	S 36x7	Con S4	4-4¼x5½	28.9	L	PC	Non	Own	Zen	V	Eis	D-R	D. B-L	B-L 35	U	4	Spi	Tim 64600D	W	½	7.25	30.3	A*	Tim 15300	Ros	136½	79½	4300
Witt-Will C2	....	144	.....	P 30x5	DP30x5	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	Per	Zen	O	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 56000	S	F	7.4	46.99	G†	Tim 14703	Ros	136½	79½	4300
Witt-Will C2	....	144	.....	P 30x5	DP30x5	Her WXA2	6-3½x4½	29.4	L	PC	Han	Chi	Zen	V	A-L	A-L	D. B-L	B-L	U	4	U-M	Tim	S	F	*5.83	29.15	G†	Tim	Ros	.....	.....	4450
Woods 32	1895	160°	.....	P 30x5	DP30x5	Lyc	8-2⅞x4¼	26.4	L	PC	Han	Mod	Zen	O	A-L	A-L	P. Lon	Ful	U	4	Blo	Tim	S	F	5.83	37.8	F	Shu	Ros	118	71	4000
World D88	....	147½	177½	P 30x5	DP30x5																											
1¾ Ton																																
Gen. Mot. T30-3001	1530	136°	164	P 32x6	P 36x8	Buick	6-3 7/16x4⅝	26.3	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Eat 1616	S	½	5.63	28.60	G*	Own	Jac	101	58	4032
Gen. Mot. T30-3002	1505	136°	164	P 32x6	DP32x6	Buick	6-3 7/16x4⅝	26.3	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Eat 1616	S	½	5.63	28.60	G*	Own	Jac	101	58	3957
Sanford AX	....	150	.....	P 34x7	P 34x7	Con 18E	6-3⅜x4	27.3	L	PC	Non	Fed	Strom	V	D-R	D-R	D. B-L	B-L	U	3	Blo	Eat	S	½	6.38	26.4	H	Eat	Ros	107⅓	66¼	3000
2 Ton																																
Acme 47	....	162	.....	P 32x6	DP32x6	Con 16C	6-3⅝x4⅝	27.3	L	PC	Non	Per	Str	V	A-L	A-L	D. B-L	B-L	U	4	Blo	Tim 54000-H	S	F	6.8	32.6	G	Tim 14703H	Ros	132⅝	82⅛	4350
Acorn 40	2500	144	.....	S 36x4	S 36x7	Con S4	4-4¼x4½	28.9	L	PC	Non	Chi	Str	G	Bos-R	.....	D. Ful	Ful SU 12	U	3	Spi	Cla B720	S	½	Opt	Opt	A	Shu 350	Ros	.....	.....	4600
Acorn 40P	2600	162	.....	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	Chi	Str	G	A-L	A-L	D. Ful	Ful GU 14	U	3	Spi	Tim 56001H	S	½	6.16	Opt	A	Tim 14703H	Ros	144	96	5400
Am. La France Chief	3650	192	Opt.	P 32x6	DP32x6	Own	6-3⅜x5	33.7	L	PC	Own	G&O	Zen	V	D-R	D-R	P. B&B	Own	A	4	Spi	Tim 63-700BX	W	F	5.00	24.0	E*	Tim 14703BX	Ros	Opt	Opt	6200
Armleder 40	....	149	187	S 36x4	S 36x8	Her OX	4-4x5	25.6	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Spi	Tim	W	F	7.25	38.8	A*	Tim	Ros	121	72½	4600
Armleder 40-6	....	154	200	S 36x4	S 36x8	Bud HS	6-3⅜x4½	27.3	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Spi	Tim	W	F	7.25	38.8	A*	Tim	Ros	121	72½	4800
Atterbury 29G6	....	145	160	P 32x6	DP32x6	Lyc 4SL	6-3¼x4½	25.3	L	PC	Non	Fed	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	7.25	38.8	A*	Tim	Ros	121	72½	4800
Autocar SD	3000	150	192	P 32x6	DP32x6	Own	6-3¾x4½	33.7	L	PC	Non	Per	Zen	V	L-N	D-R	P. Lon	B-L 35	U†	4	Spi	Own SD	R	F	6.33	33.86	H	Tim 14703	Ros	115¼	63⅝	4850
Brockway EYW	....	156°	164	P 32x6	DP32x6	Wis Y	6-3⅜x5	27.3	H	PC	K.P.	G&O	Zen	V	L-N	L-N	D. B-L	B-L 35	U	4	Spi	Wis 4610	R	F	7.25	38.8	B*	Tim 14703	Ros	129	76⅝	5100
Brockway S	....	150¼°	164¼	S 34x4‡	S 34x8‡	Wis SU	4-4x5	25.6	H	PC	K.P.	Bus	Zen	V	Eis	L-N	D. B-L	B-L 35	U	4	Spi	Wis 4610	R	F	6.25	33.4	G†	Tim 14703H	Ros	Opt	Opt	4870
Chicago 20A	....	135°	195	S 34x4	S 34x7	Wau V	4-4x5	25.6	L	FC	Wau	Chi	Zen	G	Apo	A-L‡	D. B-L	B-L 35	U	4	Spi	Tim 63721H	W	F	6.25	33.4	G†	Tim 14703H	Ros	Opt	Opt	5115
Chicago 21A	....	135°	195	P 32x6	DP32x6	Wau XK	6-3¾x4½	33.7	L	FC	Wau	Chi	Zen	G	Apo	A-L‡	D. B-L	B-L 35	U	4	Spi	Tim 63721H	W	F	6.25	33.4	G†	Tim 14703H	Ros	Opt	Opt	5115
Clinton 45	....	162	Opt.	S 34x4‡	DS34x4‡	Bud KTU	4-4x5¼	25.6	L	PC	Non	Per	Zen	V	Spi	D-R	D. B-L	B-L 35	A	4	Blo	Tim 65000H	W	½	7.75	41.5	A*	Tim 15302	Ros	Opt	Opt	4875
Clydesdale 9	....	160°	.....	S 34x4	S 34x6	Con S4	4-4¼x4½	28.9	L	FP	Own	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 35	U	4	Spi	Tim 64600	W	½	7.75	41.46	A*	Tim 1460	Ros	.....	.....	4600
Coleman C-25	....	109	144	P 34x7	P 34x7	Bud DW6	6-3⅜x5	27.3	L	FP	Non	R-T	Str	V	D-R	D-R	D. Ful	Ful GU 12	U	8	Spi	Own	W	F	7.25	139.0	A*	Own	Ros	108	78	6100
Commerce 40Z	3240	168	.....	P 36x6	DP36x6	Bud DS6	6-3⅝x5	31.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Tim 63703H	W	F	6.5	34.8	G	Tim 14704H	Han	144	90	4900
Concord GX-6	....	163	185	P 32x6	DP32x6	Bud DW6	6-3⅜x5	33.7	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Wis 4610	R	F	6.8	36.38	A‡	Tim 15300	Ros	Opt	85	5140
*Corbitt 9B6	....	150	181	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	27.3	L	FP	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 20	U	4	Spi	Tim 54000H	S	F	5.83	29.15	G†	Tim 14703H	Ros	132	75½	4900
Day-Elder HF	2500	156	186	S 34x4‡	S 34x7‡	Con 16C	6-3⅝x4⅝	27.3	L	FP	Non	Bus	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 63702H	W	F	7.66	40.78	G	Tim 14703H	Ros	132	75½	4900
Day-Elder HBF	2500	156	186	P 32x6	DP32x6	Con 16C	6-3⅝x4⅝	27.3	L	FP	Non	Bus	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 54000H	W	½	6.80	36.55	G	Tim 14703H	Ros	132	75½	4800
Defiance TT62T	....	175	220	P 32x6	DP32x6	Con S4	4-4¼x4½	28.9	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	4	Spi	Tim 6460	W	½	7.25	Opt	A	Shu	Ros	150	97	5400
Diamond T302	1650	157¾°	176	P 32x6	DP32x6	Her WXB	6-3¾x4½	33.7	L	PC	Han	G&O	Zen	V	A-L	A-L	D. Cov	Cov	U	4	Spi	Cla	S	½	5.66	33.1	G†	Cla	Ros	117½	.....	4600
Dodge Brothers	1545	150	150	P 32x6	P 34x7	Own	6-3⅜x4½	27.3	L	PC	KP	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G†	Own	Han	106¾	69¾	3930
Dodge Brothers	1620	150	150	P 32x6	DP32x6	Own	6-3⅜x4½	27.3	L	PC	KP	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G†	Own	Han	106¾	69¾	3960
Dodge Brothers	1650	150	150	P 32x6	DP32x6	Own	6-3⅜x4½	27.3	L	PC	KP	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G†	Own	Han	106¾	69¾	4140
Dodge Brothers	1615	165	165	P 32x6	P 34x7	Own	6-3⅜x4½	27.3	L	PC	KP	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G†	Own	Han	132¾	84¾	4070
Dodge Brothers	1690	165	165	P 32x6	DP32x6	Own	6-3⅜x4½	27.3	L	PC	KP	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G†	Own	Han	132¾	84¾	4100
Dodge Brothers	1720	165	165	P 32x6	DP32x6	Own	6-3⅜x4½	27.3	L	PC	KP	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	6.38	41.44	G†	Own	Han	132¾	84¾	4280
Douglas	....	156°	.....	P 32x6	P 34x7	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	Buda	Zen	V	L-N	L-N	D. Ful	Ful GU14	U	4	Blo	Wis 6617	R	F	6.9	33.12	A*	Shu 510	Ros	144	84	5100
Douglas	....	168°	.....	P 32x6	P 34x7	Bud DW6	6-3⅜x5	33.7	L	PC	Non	Buda	Zen	V	L-N	L-N	D. Ful	Ful GU14	U	4	Blo	Wis 6617	R	F	6.33	30.38	A*	Shu 510	Ros	144	84	5850
Douglas	....	118	.....	P 32x6	P 34x7	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	Buda	Zen	V	Bos-R	Non	D. Ful	Ful GU14	U	4	Blo	Wis 6617	R	F	6.33	30.38	A*	Shu 510	Ros	144	84	4500
Duplex S	....	160	.....	P 32x6	P 36x8	Bud DW6	6-3⅜x5	33.7	L	FP	Non	Mod	Str	V	A-L	A-L	D. B-L	B-L	U	4	Pet	Tim 65001	W	F	6.75	36.2	A*	Shu 5510	Ros	.....	.....	5600
Fageol 130	2050	156°	172	P 30x5	DP30x5	Wau V	4-4x5	25.6	L	PC	Wau	Own	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 54000H	B	F	4.62	22.2	G†	Tim 12700H	Ros	128⅞	83⅛	4500
Fageol 135	2250	162°	196	P 30x5	DP30x5	Wau XL	6-3½x4½	29.4	L	PC	Non	Own	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 54000H	B	F	4.62	22.2	G†	Tim 12700H	Ros	144	83⅛	4800
*Federal A6	....	151	176	P 32x6	DP32x6	Con 16C	6-3⅝x4⅝	27.3	L	PC	K.P.	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Cla B510	B	½	6.37	31.87	G†	Cla F304	Ros	119	71	4480

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Trade Name and Model	General					Engine								Electrical System		Clutch	Gearset			Rear Axle			Gear Ratios		Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Standard Wheelbase		Chassis Weight (lbs.) (stripped)
				Tire Size								Fuel System																		
	Chassis Price	Standard Wheelbase (inches)	Maximum Wheelbase furnished	Front (inches)	Rear (inches)	Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Carburetor (Make)	Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Model	Location	No. of Forward Speeds	Universals (Make)	Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low				Cab to rear of frame	Cab to rear axle	
2½ Ton																														
*Acme 65706–H	....	186	.....	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	H	PC	Con	Per	Str	V	A-L	A-L	D. B-L	B-L 60	A	4	Blo	Tim 65706DP	W	F	7.75	41.5	B	Tim 15300	Ros	156	96½	7100
*Acme 65001–H	....	177½	.....	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	H	PC	Con	Per	Str	V	A-L	A-L	D. B-L	B-L 55	A	7	Blo	Tim 65001-D	W	F	7.75	73.6	B	Tim 15300	Ros	154	88	7100
Acorn 45	2900	156	.....	S 36x4	S 36x8	Con S4	4-4¼x4½	28.9	L	PC	Non	Chi	Str	G	Bos-R	.....	D. Ful	Ful GU14	U	4	Spi	Tim 65600	W	F	Opt	Opt	A	Shu 350	Ros	.....	.....	4800
Acorn 45P	3600	156	.....	P 34x7	DP34x7	Bud DW6	6-3⅜x5	33.7	L	FP	Non	Chi	Str	G	A-L	A-L	D. Ful	Ful GU 14	U	4	Spi	Cla B720	S	½	Opt	Opt	A	Shu 350	Ros	.....	.....	5500
Am. LaFrance Chief	3900	192	.....	P 34x7	DP34x7	Own	6-3⅜x5	33.7	L	PC	Bud	G&O	Zen	V	D-R	D-R	P. B&B	Own	A	4	Spi	Tim 65001BX	W	F	5.00	24.0	E*	Tim14703BX	Ros	Opt	Opt	6400
Armleder 50	....	152°	209	S 36x4‡	S 36x8‡	Bud EBU-I	4-4½x5½	28.9	L	PC	Han	Lon	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	9.25	49.5	A*	Tim	Ros	133	77⅜	5300
Armleder 55	....	152	209	S 36x4‡	S 36x8‡	Con K4	4-4½x5¼	27.2	L	FP	Han	Lon	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	9.25	49.5	A*	Tim	Ros	133	77⅜	5300
Armleder 50-6	....	158°	215	S 36x4‡	S 36x8‡	Bud BUS	6-4x5½	38.4	L	PC	Mon	Lon	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	7.25	38.8	A*	Tim	Ros	133	77⅜	5600
Atterbury 29H6	....	173	199	P 32x6	DP32x6	Con 16R	6-4x4½	38.4	H	PC	Han	You	Zen	V	D-R	A-L	D. B-L	B-L	U	4	Spi	Tim 56000H	B	F	6.16	32.98	G	Tim 14703H	Gem	148½	90½	6550
Biederman	....	160°	200	S 36x5	S 36x10	Con 6B	6-3¾x5	33.7	L	PC	Han	Own	Zen	G	D-R	D-R	D. B-L	B-L 51	U	4	Spi	Tim	W	F	8.5	45.0	A*	Shu	Ros	164	.....	4905
Brockway SY	....	151¾*	178⅛	P 32x6	P 34x7	Wis Y	6-3⅝x5	27.3	H	PC	K.P.	G&O	Zen	V	L-N	L-N	D. B-L	B-L 35	U	4	Spi	Wis 4610	R	F	6.6	35.3	G*	Col 5503	Ros	129	73	5145
Chicago 25A	....	135	195	S 36x4	S 36x8	Wau V	4-4x5	25.6	L	FP	Wau	Chi	Zen	G	Apo	A-L‡	D. B-L	B-L 35	U	4	Spi	Tim 65001H	W	F	7.75	41.5	G†	Tim 15733H	Ros	Opt	Opt	5550
Chicago 26A	....	.....	.....	P 34x7	DP34x7	Wau XK	6-3¾x4½	33.7	L	FP	Wau	Chi	Zen	G	Apo	A-L*	D. B-L	B-L 35	U	4	Spi	Tim 65001H	W	F	7.75	41.5	G†	Tim 15733H	Ros	Opt	Opt	5800
Chicago 30B	....	138	222	S 36x5	S 36x10	Wau V	4-4x5	25.6	L	FP	Wau	Chi	Zen	G	Apo	A-L‡	D. B-L	B-L 35	U	4	Spi	Tim 65001H	W	F	7.75	41.5	G†	Tim 15733H	Ros	Opt	Opt	6120
Clydesdale 8	....	156°	.....	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 35	A	4	Spi	Tim 6566	W	F	8.5	45.48	A*	Tim 15300	Ros	.....	.....	5300
Coleman C25D	....	120	144	P 38x7	P 38x7	Bud DW6	6-3⅜x5	27.3	L	FP	Bud	Per	Zen	V	D-R	D-R	D. Ful	Ful GU14	U	8	Spi	Wis	R	F	8.33	159.0	E	Wis	Ros	108	78	6400
Commerce 50Z	4415	175	.....	S 36x5	S 36x10	Bud BUS	6-4x5½	38.4	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 51	U	5	Blo	Tim 58000H	B	F	8.5	62.0	A‡	Tim 15733H	Han	156	97½	7000
*Corbitt 12B6	....	170	220	P 32x6	DP32x6	Con 16R	6-4x4½	38.2	H	FP	Non	Per	Zen	V	Eis	D-R‡	D. B-L	B-L 51	U	4	Spi	Tim 56001H	B	F	Opt	Opt	G†	Tim 14703	Ros	134	87	4860
*Corbitt 12W6	....	165	220	P 32x6	DP32x6	Con 16R	6-4x4½	38.4	H	FP	Non	Per	Zen	V	Eis	D-R‡	D. B-L	B-L 51	U	4	Spi	Tim 63703H	W	F	Opt	Opt	G†	Tim 14703	Ros	134	82	4910
Defiance OX	....	175	240	P 32x6	DP32x6	Con 6B	6-3¾x5	33.7	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	4	Spi	Wis	R	F	7.25	Opt	A	Shu	Ros	160	110	6200
Defiance OXH	....	175	240	P 32x6	DP32x6	Her WXC	6-4x4½	38.4	L	FR	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	4	Spi	Wis	R	F	7.25	Opt	A	Shu	Ros	160	110	6400
Denby 43	....	155	.....	S 36x4	S 36x8	Her O	4-4x5	25.6	L	PC	.....	Lon	Zen	G	Eis	.....	D. Ful	Ful	U	4	U-P	Cla	I	D	9.00	39.12	..	Con	Ros	.....	.....	4925
Diamond T550	2195	165°	183¼	P 32x6	DP32x6	Her WXC	6-4x4½	38.4	L	PC	Han	G&O	Zen	V	A-L	A-L	D. Cov	Cov	U	4	Spi	Cla	S	½	7.12	36.9	G†‡	Cla	Ros	138	.....	5400
Diamond T502	2675	173°	199	P 34x7	DP34x7..	Her WXC	6-4x4½	38.4	L	PC	Han	G&O	Zen	V	A-L	A-L	D. Cov	Cov	U	4	Spi	Tim 65000H	W	F	9.33	48.5	G†‡	Shu	Ros	146½	.....	5900
Diamond T505	2875	171½	196½	P 34x7	DP34x7	Her WXC	6-4x4½	38.4	L	PC	Han	G&O	Zen	V	A-L	A-L	D. Cov.	Cov	U	4	Spi	Wis	R	F	.....	.....	G†‡	Shu	Ros	.....	.....	5850
Eagle 6-25	....	153	.....	P 30x5	P 30x5	Con 18E	6-3⅝x4	27.0	L	PC	Opt	Per	Zen	V	A-L	A-L	D. Cov	Cov W4C	U	4	Pet	Tim 54000H	B	F	.....	.....	G	Tim 14703H	Ros	.....	.....	5000
Fageol 250	3100	178°	196	P 32x6	DP32x6	Wau XK	6-3¾x4½	33.7	L	PC	Non	Own	Zen	V	D–R	D–R	D. B-L	B-L 35	U	4	Spi	Tim 56000H	W	F	4.88	20.56	G†	Tim 14700H	Ros	167½	99½	5250
Federal T3W	....	148	185	P 32x6	DP32x6	Wau V	4-4x5	25.6	L	PC	Wau	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Tim 64600HP	W	½	7.25	36.2	G†	Own	Ros	119	71	5050
Federal T22	....	115	115	P 32x6	DP32x6	Wau V	4-4x5	25.6	L	PC	Wau	Lon	Zen	V	D-R	D-R	P B&B	Own	A	4	Pet	Tim 64600D	W	½	7.25	36.2	A*	Own	Ros	52	.....	4750
Federal T8	....	148	185	P 32x6	DP32x6	Con 16C	6-3¾x4⅝	27.3	L	PC	K.P.	Lon	Zen	V	D-R	D-R	P. B&B	Own	A	4	Pet	Tim 64600H	W	½	7.25	36.2	G†	Own	Ros	119	71	5050
Fisher Heavy Duty	....	155	190	P 32x6	DP32x6	Con 16-R	6-4x4½	38.4	H	FP	.....	Lon	Str	V	A-L	A-L	D. B-L	B-L 35A	A	4	Blo	Tim 58000H	B	F	6.83	42.3	E	Tim 14703H	Ros	120	80	4800
Fisher Heavy Duty	....	155	190	S 36x5	S 36x8	Con 16-R	6-4x4½	38.4	H	FP	.....	Lon	Str	V	A-L	A-L	D. B-L	B-L 35A	A	4	Blo	Tim 65000H	W	F	6.83	42.3	E	Tim 15733H	Ros	120	80	5150
F. W. D.-HH6	....	133	160	P 36x8	P 36x8	Wau XL	6-3½x4½	29.4	L	PC	Wau	Per	Zen	Y	N-E	N-E	D. B-L	B-L	A	7	Blo	Own	B	F	6.95	84.7	B	Own	Ros	115	80	6000
Garford 50Z	4415	175	.....	S 36x5	S 36x10	Bud BUS	6-4x5½	38.4	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 51	U	5	Blo	Tim 65706DH	W	F	8.5	63.0	G	Tim 15733H	Han	156	97½	7000
Gen. Mot. T42–4001	1885	136°	175	P 32x6	P 38x9	Buick	6-3⅛x4⅝	26.3	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Own	S	½	6.57	33.38	G*	Own	Jac	101	58	4485
Gen. Mot. T42–4002	1790	136°	175	P 32x6	DP32x6	Buick	6-3⅛x4⅝	26.3	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Own	S	½	6.57	33.38	G*	Own	Jac	101	58	4435
*Gotfredson RW44	....	165	196	P 34x7	P 34x7	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	McC	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 63721H	W	F	7.66	40.98	G	Tim 12703H	Ros	.....	.....	5050
*Gotfredson RW-46	....	Opt.	.....	P 32x6	DP32x6	Own	6-3¾x4½	33.7	L	FP	Non	Lon	Joh	V	D-R	D-R	D. B-L	B-L 35-4	U	4	Spi	Tim 63702H	W	F	Opt	Opt	I	Tim 12703H	Ros	.....	.....	4740
G-P 57-4	....	154	175	P 34x7	DP34x7	Wau CR	4-4⅝x5¾	30.6	L	FP	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 55	A	7	M.M.	Tim 65706H	W	F	7.80	.....	I	Tim 15733- H	Ros	.....	.....	6800
G-P 57-6	....	157	178	P 34x7	DP34x7	Wau KU	6-4¼x4¾	43.4	L	FP	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 55	A	7	M.M.	Tim 65706H	W	F	7.80	41.2	I	Tim 15733- H	Ros	.....	.....	6800
*Gramm D-160	1995	160°	196	P 32x6	DP32x6	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Per	Zen	O	A-L	A-L	D. Jon	Cov W4C	U	4	Blo	Wis 4626-L	R	F	5.0	32.0	I†	Col 5500	Ros	120	77¼	5100
Gramm-Bernstein 125	....	144°	160	S 36x4‡	DS36x4	Con S4	4-4¼x4½	28.9	L	FP	Non	Own	Str	G	Eis	A-L	D. Ful	Ful GU	U	4	Own	Wis	W	F	8.66	41.57	*	Shu 5410	Ros	125	76¼	5440
Gramm Bernstein B6	....	144	.....	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	You	Zen	V	A-L	A-L	D. Ful	Ful KU10	U	4	Blo	Tim	B	F	5.83	37.89	G†	Tim	Ros	120½	73¾	4590
Gramm-Bernstein C	....	144°	166	S 36x4‡	DS36x4‡	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Str	V	Eis	A-L	D. Ful	Ful GOG	A	8	Blo	Wis 9890T	W	F	8.66	76.6	B*	Shu 5550	Ros	128½	76½	5865
Gramm-Bernstein C6	....	150°	201	S 36x4‡	DS36x4‡	Con 6B	6-3¾x5	33.7	L	FP	Pie	Own	Str	V	Eis	A-L	D. Ful	Ful GOG	A	8	Blo	Wis 9890T	W	F	7.25	68.6	B*	Shu 5550	Ros	128½	77 1/16	5920
Guilder E6	3250	172	184	P 32x6	DP32x6	Her WXB	6-3¾x4½	33.7	L	PC	Mon	G&O	Zen	V	D-R	D-R	D. B-L	B-L 35	U	4	Spi	Tim 5600°	S	F	Opt	Opt	...	Tim 14703	Ros	.....	.....	5600
*Harvey WG6	3500	185	185	P 36x8	DP36x8	Bud DW6	6-3¾x5	33.7	L	PC	McC	Own	Str	G	A-L	A-L	D. B-L	B-L 55	A	7	Spi	Tim 65700D	W	F	Opt	Opt	A*	Tim 15300	Ros	.....	.....	6900
*Harvey WG	3500	150°	185	P 36x8	DP36x8	Bud EBUI*	4-4½x5½	28.9	L	PC	McC	Own	Str	G	Bos-R	Non	D. B-L	B-L 55	A	7	Spi	Tim 65700	W	F	Opt	Opt	A*	Tim 15300	Ros	.....	.....	6950
Hawkeye 50-75	....	210°	225	S 36x5‡	S 36x8‡	Bud BA6	6-4½x5⅛	40.8	L	PC	Non	Per	Zen	G	Bos-R	N-E	D. Ful	Ful HU	U	4	Pic	Wis 1418	R	F	6.86	37.4	A‡	Shu 5550	Ros	205	131	5900
Hawkeye 50-48	....	Opt	185	S 36x5‡	S 36x8	Bud EBUI	4-4¼x5½	28.9	L	PC	Sim	Per	Zen	G	Bos-R	N-E	D. Ful	Ful HU	U	4	Pic	Wis 8800A	R	F	8.6	54.2	A*	Shu 5550	Ros	179	106	5400
Hawkeye 50-60	....	197	197	S 36x6	DS38x7	Bud DW6	6-3¾x5	33.7	L	PC	.....	Per	Zen	G	N-E	N-E	D. Ful	Ful HU	U	4	Pic	Wis 1418	R	F	8.00	50.2	A‡	Shu 5550	Ros	179	118	5800
Hendrickson ST	3400	.....	.....	S 36x5	S 36x8	Bud ETU	4-4¼x5½	28.9	L	FP	McC	Chi	Zen	G	Spl	.....	D. Ful	Ful G7	A	4	Pic	Tim 65600D	W	F	Opt	Opt	A*	Tim 15300B	Ros	Opt	Opt	5750
*Hug 26	....	150	195	P 32x6	DP32x6	Bud DW6	6-3¾x5	33.7	L	PC	Bud	You	Zen	V	A-L	D-R	D. B-L	B-L 35	U	4	Blo	Wis 4610	R	F	5.98	31.99	A	Shu 550	Ros	130	75	5645
Hug 81	....	127	127	P 36x6	DP36x6	Bud KBU-I	4-4x5¼	25.6	L	PC	Bud	You	Zen	V	Eis	D-R	D. B-L	B-L 51	U	4	Blo	Wis 8800B	R	F	7.85	42.05	A	Shu 550	Ros	78	57½	5890
Hug 84	....	127	127	P 36x6	DP36x6	Bud KBU-I	4-4x5¼	25.6	L	PC	Bud	You	Zen	V	Eis	D-R	D. B-L	B-L 51	U	5	Blo	Wis 8800B	R	F	7.85	46.85	A	Shu 5550	Ros	78	57½	6088
Indiana 115A	....	132	132	P 32x6	DP34x7	Her OX	4-4x5	25.6	L	PC	Non	Lon	Str	G	Eis	A-L	P. B&B	B-L 35	U	4	Spi	Cla 720	S	½	7.85	42.99	B*	Shu 5410	Ros	87½	56¾	4970
Indiana 127S	....	162½	.....	S 36x5	S 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	Lon	Str	V	Eis	A-L	P. B&B	B-L 55	U	4	Spi	Cla 720	S	½	8.00	42.8	A°	Shu 5550	Ros	138	83	6300
Indiana 127W	....	162½	.....	S 36x5	S 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	Lon	Str	V	Eis	A-L	P. B&B	B-L 55	U	4	Spi	Tim 65700	W	F	8.00	42.8	A°	Shu 5550	Ros	138	83	6300
Indiana 615A	....	136	136	P 32x6	DP34x7	Wis Y	6-3⅜x5	27.3	H	PC	K.P.	Lon	Str	G	Eis	A-L	P. B&B	B-L 35	U	4	Spi	Cla 720	S	½	7.85	46.79	B*	Shu 5410	Ros	87 1/16	57 5/16	5160
Int. Harvester HS54	....	148°	200	S 36x5‡	S 36x8‡	Ha S 151	4-4¼x5½	28.9	H	PC	Ha S	Own	Zen	G	Bos-R	D-R*	P. Own	Own	U	5	Own	Eat 54	R	F	6.85	60.49	E*	Eat 54F	Own	106½	73¼	7500
Int. Harvester HS54C	....	148°	200	S 36x5‡	S 36x10‡	Ha S 151	4-4¼x5½	28.9	H	PC	Ha S	Own	Zen	G	Bos-R	D-R*	P. Own	Own	U	5	Own	Own	C	D	7.22	63.75	E*	Eat 54F	Own	106½	73¼	8165
†Kenworth M5	3250	168	187	P 34x7	DP34x7	Her WXC	6-4x4½	38.4	L	PC	Han	Per	Zen	V	A-L	D-R	D. B-L	B-L 35	U	4	Spi	Tim 58001-H	S	F	6.83	36.6	G†	Tim 14703-H	Ros	126	87	5500
King Zeitler 45	....	156°	.....	S 36x5‡	S 36x8‡	Con 16C	4-4¼x4½	28.9	L	FP	Han	Chi	Str	G	Bos-R	A-L‡	D. B-L	B-L 35	U	4	Blo	Tim 65000D	W	F	9.25	49.5	A*	Tim 15302	Ros	.....	.....	5400
Kissel	....	168	.....	S 36x4	S 36x8‡	Own 50000	4-4¼x5½	28.9	L	SP	Pie	McC	Str	V	Eis	D-R‡	D. W-G	Ful G7	A	4	Spi	Tim 6566	W	F	8.50	40.8	A*	Tim 1544B	Ros	.....	.....	5100
Kleiber Speed	2950	180	180	P 32x6	DP32x6	Bud	6-3¾x5	33.7	L	PC	Non	Own	Str	V	D-R	D-R	D. B-L	B-L 55	U	4	Spi	Tim 63720H	W	F	6.25	33.4	A†	Tim 14703H	Ros	144	97	5100
Kleiber Black Panther	3500	190	190	P 34x7	DP34x7	Cont	6-4x4¼	38.4	H	FP	Non	Own	Str	V	D-R	D-R	D. B-L	B-L 51	U	5	Spi	Tim 58000H	B	F	6.83	.....	G	Tim 14703H	Ros	164	104	6050

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Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Maximum Wheelbase furnished	General: Tire Size: Front (inches)	General: Tire Size: Rear (inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Standard Wheelbase: Cab to rear of frame	Standard Wheelbase: Cab to rear axle	Chassis Weight (lbs.) (stripped)
3 Ton—Cont'd																																
Dodge Brothers	1970	185	185	P 34x7	DP34x7	Own	6-3⅜x4½	27.3	L	PC	K. P.	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	7.13	46.31	G†	Own	Han	164¾	104¾	4835
Dodge Brothers	1845	185	185	P 32x6	DP32x6	Own	6-3⅜x4½	27.3	L	PC	K P.	Fed	Zen	V	N-E	N-E	P. B&B	Own	U	4	U-P	Own	S	½	7.13	46.31	G†	Own	Han	164¾	104¾	4715
Douglas	....	156°	.....	S 36x5‡	S 36x10‡	Bud YBU-I	4-4½x6	32.4	L	PC	Buda	Own	Zen	V	L-N	Opt	D. Ful	Ful RU-16	U	4	Blo	Wis 891A	R	F	7.25	34.8	A‡	Shu 5550	Ros	168	98	6500
Douglas	....	186	.....	P 36x6	DP38x7	Bud BUS	6-4x5½	38.4	L	PC	Buda	Own	Zen	V	L-N	L-N	D. Ful	Ful RU-16	U	4	Blo	Wis 891A	R	F	7.25	59.6	A‡	Shu 5550	Ros	168	98	6800
Douglas Spl	....	216	.....	P 38x7	DP40x8	Bud BA6	6-4½x5½	40.8	L	PC	Buda	Own	Zen	V	L-N	L-N	D. Ful	Ful H-OG	A	8	Blo	Wis 1418	R	F	7.85	84.0	A‡	Shu 5550	Ros	204	120	7560
Duplex FAC	....	166	.....	S 34x5	S 36x8	Bud EBU-I	4-4¾x5½	28.9	L	PS	Non	Mod	Zen	V	Eis	A-L	D. B-L	B-L 51	U	4	Pet	Tim 65706	W	F	8.5	45.5	A*	Shu 5550	Ros	.....	.....	7200
Duplex SAC	....	166	.....	S 34x5	S 36x8	Bud BA6	6-4½x5½	40.8	L	FP	Non	Mod	Zen	V	A-L	A-L	D. B-L	B-L 55	A	7	Pet	Tim 65706	W	F	8.5	81.0	A*	Shu 5550	Ros	.....	.....	7400
Eagle 6-20	....	153	.....	P 32x6	P 32x6	Her WXB	6-3¾x4½	33.7	L	PC	Opt	Per	Zen	V	A-L	A-L	D. B-L	Cov W4C	U	4	Pet	Tim 63720H	W	F	.....	.....	G	Tim 14703H	Ros	.....	.....	5500
Fageol 340	4750	182°	200	P 36x6	DP36x6	Wau CU	4-4⅝x5¾	30.6	L	PC	Wau	Own	Zen	V	D-R	D-R	D. B-L	B-L 55 & 60	U&A	7	Spi	Tim 65700	W	F	5.19	93.31	B‡	Tim 15300	Ros	172 1/16	101 5/8	7820
Fageol 365	4200	182	200	P 36x6	DP36x6	Wau KS	6-4x4¾	38.4	L	PC	Wau	Own	Zen	V	D-R	D-R	D. B-L	B-L 51	U	4	Spi	Tim 65000H	W	...	7.75	41.46	B‡	Tim 15700H	Han	172 1/16	101 5/8	7250
Fageol 370	5200	182°	200	P 36x6	DP36x6	Wau SRL	6-4⅝x5½	43.3	L	PC	Wau	Per	Zen	V	D-R	D-R	D. B-L	B-L 55 & 60	U&A	7	Spi	Tim 65700	W	F	5.19	93.31	B‡	Tim 15300	Ros	172 1/16	101 5/8	8080
*Federal U6	....	165	201	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	H	PC	K. P.	Lon	Zen	V	D-R	D-R	P. B&B	B-L 55	A	7	Pet	Tim 65706HP	W	F	6.8	64.60	G†	Own	Ros	119	81	7210
F.W.D.B.	4200	124°	156	S 36x6	S 36x6	Own A	4-4¾x5½	36.1	T	PC	Pie	McC	Str	G	Eis	N-E	O-H-S	Cot DAF	A	3	Own	Own B	B	F	8.9	35.6	B	Own B	Ros	130	93	6460
Freeman DW	....	144°	.....	P 36x7	DP36x7	Bud DW6	6-3¾x5	33.7	...	FP	Bud	Lon	Str	V	Bos-R	Bos-R	D. Ful	Ful HU16	U	8†	Cle	Own	I	F	8.53	155.4	E	Own	Woh	.....	.....	.....
Garford 60Z	4480	175	.....	S 36x5	S 36x12	Bud BUS	6-4x5½	38.4	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 51	U	5	Blo	Tim 65706 D H	W	F	8.5	63.0	G	Tim 15733H	Han	156	97½	7100
Gen. Mot. T42-4001	1885	136°	175	P 32x6	P 38x9	Buick	6-3⅛x4⅝	26.3	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Own	S	½	6.57	33.38	G*	Own	Jac	101	58	4485
Gen. Mot. T42-4002	1790	136°	175	P 32x6	DP32x6	Buick	6-3⅛x4⅝	26.3	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Own	S	½	6.57	33.38	G*	Own	Jac	101	58	4435
Gen. Mot. T60-5001	3215	140°	200	P 38x7	P44x10	Buick	6-3⅝x5	31.5	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Tim 65706N	W	F	7.25	44.81	G*	Eat 526F	Jac	100	59	5873
Gen. Mot. T60-5002	3160	140°	200	P 36x8	DP36x8	Buick	6-3⅝x5	31.5	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Tim 65706N	W	F	7.25	44.81	G*	Eat 526F	Jac	100	59	6208
Gen. Mot. T60-5003	2800	140°	200	P 36x6	DP36x6	Buick	6-3⅝x5	31.5	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Tim 65706N	W	F	7.25	44.81	G*	Eat 526F	Jac	100	59	5873
*Gotfredson RW-54	....	163	194 1/16	S 36x4	S 36x8	Bud KBU-I	4-4x5¼	28.9	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 51-5	U	5	Spi	Tim 65001HP	W	F	7.75	46.19	G	Tim 14703H	Ros	.....	.....	5700
*Gotfredson RB-56	....	Opt.	.....	P 34x7	DP34x7	Own	6-4x4½	38.4	L	FP	Pie	Lon	Joh	V	D-R	D-R	D. B-L	B-L 51-5	U	5	Spi	Tim 56000	B	F	Opt	Opt	I	Tim 14703H	Ros	.....	.....	.....
*Gotfredson RW-56	....	Opt.	.....	P 34x7	DP 34x7	Own	6-4x4½	38.4	L	FP	Pie	Lon	Joh	V	D-R	D-R	D. B-L	B-L 51-5	U	5	Spi	Tim 65001HP	W	F	Opt	Opt	I	Tim 14703H	Ros	.....	.....	.....
G-P 52-6	167	208	.....	P 34x7	DP34x7	Lyc TS	6-3⅞x5	36.2	L	FP	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 51	U	5	M.M.	Tim 58000H	S	F	7.8	41.2	I	Tim 15733H	Ros	.....	.....	5300
*G-P 54-8	170	277	.....	B8.25/20	DB8.25/20	Lyc AEA	8-3⅝x4¾	42.0	L	FP	Non	Chi	Str	V	A-L	A-L	D. B-L	B-L 51	U	5	M.M.	Tim 58000H	S	F	7.8	41.2	I	Tim 15733H	Ros	.....	.....	5375
*Gramm E-150	2795	150°	196	P 34x7	DP34x7	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Per	Zen	O	A-L	A-L	D. Jon	Cov W4C	U	4	Blo	Wis 6617B	R	F	5.33	34.0	H*	Col 5500	Ros	127	74¼	5200
*Gramm EY-190	3535	190	190	P 32x6	DP32x6	Con 20-R	6-4½x4¾	40.8	I	PC	Non	Per	Zen	O	A-L	A-L	D. Ful	Ful MGU-14	U	4	Blo	Wis 4657B	R	F	4.00	26.0	H‡*	Eat 423	Ros	156	90	6750
Gramm 35	3595	153°	200	S 36x5‡	S 36x10‡	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 8800	R	F	6.33	70.0	B*	Wis 30	Ros	138	83¾	7100
Gramm 38 low bed	3595	153°	200	S 36x5‡	S 36x10‡	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful MGU	U	4	Blo	Wis 67317	R	F	6.9	33.1	B*	Shu 5550B	Ros	138	83¾	7100
Gramm-Bernstein 30	....	150	168	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	PC	Pie	Own	Str	G	Eis	A-L	D. Ful	Ful G7	A	8	Own	Wis	W	F	7.75	63.7	B*	Shu	Ros	130	81¾	6560
Gramm-Bernstein B6X	....	144	.....	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	You	Zen	V	A-L	A-L	D. Ful	Ful	U	4	Blo	Tim	B	F	6.16	40.04	G	Tim	Ros	120½	73¾	4700
Gramm-Bernstein B6X	....	144	.....	P 32x6	DP32x6	Con 16C	6-3⅜x4⅝	27.3	L	PC	Non	You	Zen	V	A-L	A-L	D. Ful	Ful	U	4	Blo	Tim	W	F	6.5	42.25	G	Tim	Ros	120½	73¾	4750
Gramm-Bernstein C	....	144°	166	S 36x4‡	DS36x4‡	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Str	V	Eis	A-L	D. Ful	Ful GOG	A	8	Blo	Wis 9890T	W	F	8.66	76.6	B	Shu 5550	Ros	128½	76½	5865
Gramm-Bernstein C6	....	150°	201	S 36x4‡	DS36x4‡	Con 6B	6-3¾x5	33.7	L	FP	Pie	Own	Str	V	Eis	A-L	D. Ful	Ful GOG	A	8	Blo	Wis 9890T	W	F	7.75	68.6	B*	Shu 5550	Ros	128½	77 1/16	5920
Guilder H	3750	Opt	.....	S 36x5	DS36x5‡	Bud EBU-I	4-4¾x5½	28.9	L	PC	Pie	G&O	Zen	G	Eis	Bos-A	D. B-L	B-L 51	U	4	Spi	Tim 65000	W	F	7 75	42.0	...	Shu 5550	Ros	...	...	5600
Guilder H6	3850	172	184	P 34x7	DP34x7	Her WXC	6-4x4½	38.4	L	PC	Mon	G&O	Zen	V	D-R	D-R	D. B-L	B-L 51	U	4	Spi	Tim 65000	W	F	Opt	Opt	B	Shu 5550	.....	.....	.....	6150
Hahn 39H	....	164	.....	P 32x6	DP32x6	Con 16R	6-4x4⅛	38.4	H	FP	Non	Chi	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Tim 56000H	B	F	.....	.....	I	Tim 14703 H	Ros	120	.....	5800
Hahn 39HL	....	174	190	P 32x6	DP32x6	Con 16R	6-4x4⅛	38.4	H	FP	Non	Chi	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Tim 56000H	B	F	.....	.....	I	Tim 14703H	Ros	168	.....	6700
Hendrickson T	3600	Opt	Opt	S 36x5	S 36x10	Bud EBU-I	4-4¾x5½	28.9	L	FP	McC	Chi	Zen	G	Spl	Opt	D. Ful	Ful G7	A	4	Spi	Tim 65700D	W	F	Opt	Opt	A*	Tim 15300B	Ros	Opt	Opt	6350
Hug 40	....	150°	195	P 34x7	DP34x7	Bud DW6	6-3¾x5	33.7	L	PC	Bud	You	Zen	V	A-L	D-R	D. Ful	Ful GOG	A	8	Blo	Cla B720	S	½	7.00	61.95	A	Shu 550	Ros	130	71	6100
Hug 41	....	150°	195	P 34x7	DP34x7	Bud DW6	6-3¾x5	33.7	L	PC	Bud	You	Zen.	V	A-L	D-R	D. B-L	B-L 51	U	5	Blo	Wis 6617	R	F	6.35	37.84	G	Shu 5572	Ros	130	71	6200
*Hug 86	....	127	127	P 36x6	DP36x6	Bud DW6	6-3¾x5	33.7	L	PC	Bud	You	Zen	V	R-Bos	D-R	D. B-L	B-L 51	U	5	Blo	Wis 8800B	R	F	7.85	46.85	A	Shu 5550	Ros	78	57½	6410
Hug 486	....	140	.....	P 34x7	DP34x7	Bud DW6	6-3¾x5	33.7	L	PC	Bud	You	Zen	V	A-L	D-R	D. B-L	B-L 51	U	5	Blo	Wis 8800B	R	F	7.85	46.85	A	Shu 5550	Ros	81	61	6430
Indiana 126	....	162°	198½	S 36x5	S 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	McC	Str	V	Eis	A-L†	P. B&B	B-L 55 Max	A	7	Spi	Tim 65700D	W	½	8.5	80.7	B*	Shu 5550	Ros	138	83	7400
Indiana 626	....	168°	204½	S 36x5	S 36x10	Wis H	6-4x5	38.5	H	FP	K.P.	Lon	Str	V	Eis	A-L†	P. B&B	B-L 55 Max	A	7	Sip	Tim 65700D	W	F	7.75	73.6	B*	Shu 5550	Ros	132	83	7625
Indiana 627	....	168¾°	216¾	P 32x6	P 38x9	Wis H	6-4x5	38.4	H	FP	K.P.	Lon	Str	V	A-L	A-L	P. B&B	B-L 55	U	4	Spi	Cla 720	S	½	7.00	42.8	B*	Shu 5550	Ros	138	83	6500
Indiana 627W	....	180¾	216¾	P 32x6	P 38x9	Her WXC	6-4x4½	38.4	L	PC	Han	Lon	Str	V	A-L	A-L	P. B&B	B-L 55	U	4	Spi	Wis 1228	R	F	7.9	42.3	B‡	Shu 5550	Ros	162	107	7000
Indiana 628	....	216¾	216¾	P 34x7	DP34x7	Wis H	6-4x5	38.4	H	FP	K.P.	Lon	Str	V	A-L	A-L	P. B&B	B-L 55	U	4	Spi	Cla 720	S	½	6.28	42.8	B*	Shu 5550	Ros	162	107	7000
Indiana 127	....	162°	198½	P 36x5	P 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	Lon	Str	V	Eis	A-L†	P. B&B	B-L 55	U	4	Spi	Cla 720	S	½	8.00	42.8	A*	Shu 5550	Ros	138	83	6350
Indiana 127AW	....	150	150	P 34x7	DP34x7	Her K	4-4¼x5¾	28.9	L	PC	Pie	Lon	Str	V	Eis	A-L*	P. B&B	B-L 51	U	5	Spi	Wis 1228	R	F	7.00	41.72	B‡	Shu 5550	Ros	100	66	7009
Indiana 627AW	....	156	156	P 34x7	DP34x7	Wis H	6-4x5	38.4	I	FP	K.P.	Lon	Str	V	Eis	A-L*	P. B&B	B-L 51	U	5	Spi	Wis 1228	R	F	7.00	41.72	B‡	Shu 5550	Ros	100	66	7205
†Kenworth 184	3850	164	206	P 38x9	DP38x9	Her WXC	6-4x4½	38.4	L	PC	Han	Per	Zen	V	A-L	D-R	D. B-L	B-L 51	U	4	Spi	Tim 65706-N	W	F	6.8	36.4	G†	Tim 15733-H	Ros	126	82	6500
†Kenworth 185	4750	183¼	210¾	P 36x8	DP36x8	Her YXC	6-4⅜x4¾	45.9	L	PC	Han	Per	Zen	V	A-L	D-R	D. B-L	B-L 55 & 60	U&A	7	Spi	Tim 65706-H	W	F	7.75	93.5	G†	Tim 15733H	Ros	150	100¼	7700
King Zeitler 60	....	156°	.....	S 36x5‡	S 36x10	Con 18R	4-4½x5¼	27.2	L	FP	Pha	Chi	Str	G	Eis	A-L	D. B-L	B-L 51	A	4	Blo	Tim 65700D	W	F	9.25	49.5	A*	Tim 15302	Ros	.....	.....	6200
King Zeitler 62A	....	.....	.....	P 34x7	DP34x7	Con 18R	6-3¾x5	33.7	L	PC	Han	Chi	Zen	G	Bos-R	Bos-R	D. B-L	B-L 55 Max	A	7	Blo	Tim 65700SP	W	F	7.75	73.6	B*	Tim 15302	Ros	.....	.....	6200
Kleiber Speed	4000	190	192½	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	L	FP	Non	Own	Str	G	Bos-R	Bos-R	D. B-L	B-L 55	U	4	Spi	Tim 65600	W	F	7.75	41.5	A	Tim 15302	Ros	170	106	6200
Kleiber	4100	163	.....	S 36x5	DS36x5‡	Con L4	4-4½x5½	32.4	L	FP	Non	R-T	Str	V	Bos-R	Bos-A	D. B-L	B-L 60	.....	4	.....	Tim 65700D	.....	.....	.....	.....	.....	Tim 1544B	Ros	.....	.....	.....
Kleiber Spec	4350	163	.....	S 36x5	S 36x12	Bud BUS	6-4x5½	38.4	L	PC	Non	R-T	Str	V	Bos-R	Bos-A	D. B-L	B-L 60	.....	4	.....	Tim 65700SP	.....	.....	.....	.....	.....	Tim 1544B	Ros	.....	.....	.....
Lange M	....	140°	222	P 38x7	DP38x7	Her YXC	6-4⅜x4¾	45.9	L	PC	Non	Own	Str	O	A-L	A-L	D. B-L	B-L 60 Max	A	7	Spi	Wis 1402	R	F	10.08	95.7	B*	Tim 15300	Ros	102	69½	7450
Lange H-1	....	146	184½	P 34x7	DP34x7	Her YXC	6-4⅜x4¾	45.9	L	PC	Non	Own	Str	O	A-L	A-L	D. B-L	B-L 55	U	4	Spi	Wis 1402	W	F	9.33	48.7	B	Tim 15300	Ros	139½	85½	6850
Larrabee Deyo 60	....	184	220	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	H	PC	Non	Per	Zen	..	D-R	D-R	D. B-L	B-L	U	4	Spi	Tim	W	F	Opt	Opt	E†‡	Tim	Ros	156	92⅝	.....
Le Moon HB30	3950	182	182	P 36x8	DP36x8	Wau 6KU	6-4¼x4¾	43.3	...	FP	Wau	Chi	Str	G	A-L	A-L	D. B-L	B-L 51	U	4	Spi	Tim 65706 D H	W	F	6.00	3 2.10	G	Tim 15733H	Ros	162	105	6000
Le Moon HB31	3750	182	182	S 36x5	S 36x10	Wau 6KU	6-4¼x4¾	43.3	...	FP	Wau	Chi	Str	G	A-L	A-L	D. B-L	B-L 51	U	4	Spi	Tim 65706 D H	W	F	7.25	3 8.78	G	Tim 15733H	Ros	162	105	6000
Le Moon H3V	5650	211	211	P 36x8	DP36x8	Wau 6KU	6-4¼x4¾	43.3	...	FP	Wau	Chi	Str	G	A-L	A-L	D. B-L	B-L 51	U	4	Spi	Wis 1261K	R	F	6.38	3 4.13	A	Tim 1560	Ros	198	125½	8000
Maccar 64	....	177	220	S 36x5	DS36x5	Bud YBUI	4-4½x6	32.4	L	PC	Pie	Own	Zen	V	D-R	D-R	D. B-L	B-L 55	A	4	Spi	Tim 65702D	W	F	8.5	45 4	A‡	Tim 15302	Ros	151 1/8	95 1/8	7500
Maccar 66	....	177	220	S 36x5	DS36x5	Bud BA	6-4½x5½	40.8	L	PC	Pie	Own	Zen	V	D-R	D-R	D. B-L	B-L 55	A	4	Spi	Tim 65702D	W	F	8.5	45 4	A‡	Tim 15302	Ros	151 1/8	95 1/8	7500
Mack AB	3500	146½°	.....	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Bos-R	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	C	D	*8.87	43 0*	B*	Own AB	Own	.....	.....	.....

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Trade Name and Model	General: Chassis Price	Standard Wheelbase (inches)	Maximum Wheelbase furnished	Tire Size: Front (inches)	Tire Size: Rear (inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Standard Wheelbase: Cab to rear of frame	Standard Wheelbase: Cab to rear axle	Chassis Weight (lbs.) (stripped)
3½ Ton—Cont'd																																
Le Moon H40	4350	184	184	S 36x6	S 36x12	Wau 6KU	6-4¼x4¾	43.3	...	FP	Wau	Chi	Str	G	A-L	A-L'	D. B-L	B-L 55	A	4	Spi	Tim 66700D	W	F	8.75	46.81	A	Tim 16300	Ros	162	105	8000
Luedinghaus	....	160°	186	S 36x6	S 40x12	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	G	Eis	A-L	D. B-L	B-L 55	A	4	Spi	Tim 6666	W	F	10.00	.....	A*	Shu 610	Ros	144	90	7760
Mack AC	4950	168°	.....	S 36x5	DS40x5	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	R	F	*7.54	48.4*	D*	Own AC	Own	.....	.....	.....
Mack AK	5250	174°	.....	S 36x5	DS36x5	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AK	A	4	Spi	Own AK	R	F	*6.91	45.3*	G‡	Own AK	Own	.....	.....	.....
Mack AK	5150	174°	.....	S 36x5	DS36x5	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AK	J	4	Spi	Own AK	C	D	Opt	Opt	F‡	Own AK	Own	.....	.....	.....
Moreland E6	3600	182	.....	P34x7	DP34x7	Her WXC	6-4x4½	38.4	L	PC	Non	Lon	Zen	O	A-L	A-L	D. B-L	B-L 51	U	4	Cle	Tim 65000H	W	F	6.5	34.8	G‡	Tim 15733H	Ros	156	99	6000
Oneida D-9	....	170	.....	P 38x7	DP38x7	Wau DU	4-4½x6¼	32.4	L	PS	Non	Mod	Str	...	Apo	A-L	B-L	B-L 60	A	4	Pet	Tim 6660	W	F	8.75	.....	A	Con 1803	Ros	.....	.....	7885
Oshkosh S	3950	159	.....	S 36x8	S 36x12	Her G	4-4¾x5¾	36.1	L	PC	Her	Own	Str	V	Bos-R	.....	D. B-L	B-L	A	7	Blo	Wis 1517K	R	F	10.08	95.7	A	Shu 615	Han	109¾	79¼	8400
Oshkosh S6	4275	159	.....	S 36x8	S 36x12	Her YXC	6-4⅜x4¾	45.9	L	PC	Her	Own	Str	V	Bos-R	.....	D. B-L	B-L	A	7	Blo	Wis 1517K	R	F	10.08	95.7	A	Shu 615	Han	109¾	79¼	8500
Oshkosh HX	4750	146	165	S 36x8	S 36x12	Her YXC	6-4⅜x4¾	45.9	L	PC	Her	Own	Str	V	Bos-R	.....	D. B-L	B-L	A	7	Blo	Own HX	R	F	8.94	84.9	B	Own HX	Han	114½	83½	8100
Pierce-Arrow HB	4500	156°	198	S 36x5	DS36x6	Own	4-4x5½	25.5	T	FP	Own	G&O	Str	P	D-R	D-R	D. Own	B-L 55	A	7	Spi	Own	W	F	7.8	.....	B	Tim	Own	131$\frac{1}{16}$	76$\frac{1}{8}$	7800
Relay 70C	5250	175	.....	P 36x6	S 40x12	Bud BA6	6-4½x5½	40.8	L	PC	Non	Own	Zen	V	A-L	A-L	P. B&B	Cov SHO	A	8	Blo	Own 74	R	F	9.95	84.18	A	Tim 16302	Ros	144	94½	8600
Republic L-1	....	180°	.....	P 36x8	DP36x8	Lyc TS	6-3⅞x5	36.2	L	PC	Non	Own	Zen	V	A-L	A-L	D. Ful	Ful	U	4	U-M	Eat	R	F	7.5	48.75	G*	Eat	Han	165	101½	6900
Republic M-1	....	171°	.....	P 36x8	DP36x8	Wau 6KS	6-4x4¾	38.4	L	PC	Wau	Own	Zen	V	A-L	A-L	D. B-L	B-L	U	5	U-M	Eat	R	F	8.85	53.00	B*	Shu	Han	139	89½	6900
Republic S25W	....	165°	.....	S 36x5	S 36x12	Wau CU	4-4⅜x5¾	30.6	L	PC	Wau	Own	Zen	V	Bos-A	A-L	D. Ful	Ful	U	4	U-M	Eat	R	F	8.85	42.48	B*	Eat	Jac	144¾	89	6100
Selden Roadmast. 47CB	....	151	184	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	H	FP	Non	Own	Str	V	D-R	D-R	D. B-L	B-L	U	4	Blo	Tim	S	F	7.8	.....	G	Tim	Ros	132	84	6700
Service 70Z	5250	175	.....	S 36x6	S 36x12	Bud BA6	6-4½x5½	40.8	L	PC	Non	Own	Zen	V	A-L	A-L	Own	B-L 60	A	7	Blo	Tim 66700DP	W	F	10.33	98.2	B	Tim 16302	Ros	144	94½	8200
Standard 3½-5 K	....	160°	172	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	Sim	Lon	Str	V	Eis	Bos A*	D. B-L	B-L 55	A	7	Spi	Tim 66700SP	W	F	6.80	83.1	A*	Tim 16300	Ros	144	93¾	7465
Standard 3½-5KS	....	160°	172	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	Sim	Lon	Str	V	Eis	Bos A‡	D. B-L	B-L 60	A	7	Spi	Tim 66700SP	W	F	6.80	83.1	A*	Tim 16300	Ros	144	93¾	7519
Sterling DW15-64XK	....	163	177	S 36x4	S 36x8	Wau 6XK	6-3⅝x4½	33.7	L	FP	Wau	Hex	Zen	V	.....	L-N	D. B-L	B-L 51	U	4	Har	Tim 65000H	W	F	8.5	45.47	G	Tim 15733H	Ros	149¾	85¼	5775
Stewart 19X	3690	165	235	S 36x5	S 36x10	Lyc TS	6-3⅞x5	36.2	L	FS	Han	Mod	Str	V	D-R	D-R	D. Ful	Ful	U	12	Spi	Tim	W	F	7.25	127.0	E*	Sal	Ros	136¼	79½	6990
*Studebaker 99	3665	184	.....	B7.50/20	B7.50/20	Own	8-3½x4⅜	39.2	L	PC	Non	Lon	Str	O	D-R	D-R	D. Lon	Ful	U	4	Spi	Eat	S	½	5.11	24.6	G*	Eat	Ros	144⅝	92⅝	5400
United 70	....	158⅞	.....	S 36x5	S 36x5	Her L	4-4½x5¾	32.4	L	PC	Pie	Per	Str	G	Eis	A-L	D. B-L	B-L 55	A	4	Blo	Wis 1400	R	F	9.12	48.7	A*	Shu 5550	Ros	131⅝	85½	6200
United 70C6	....	158⅞	.....	S 36x5	S 36x5	Con 8T	6-4½x5¼	40.8	L	PC	Pie	Per	Str	V	Eis	A-L	D. B-L	B-L 55	A	4	Blo	Wis 1400	R	F	9.12	48.7	A*	Shu 5550	Ros	130¼	84⅛	6400
Victor 75	3895	162	.....	P 34x7	DP34x7	Her WXC	6-4x4½	38.4	L	PC	Non	Lon	Zen	V	D-R	D-R	D. Ful	Ful MGU	U	4	U-M	Wis 891	D	R	7.85	55.1	G†	Shu 5550	Ros	.....	.....	6200
Walter FK	6100	Opt	118	P 40x8	P 40x8	Own 6	6-4¼x4¾	43.4	L	PC	Own	Own	Str	V	Eis	D-R	. Own	Own	U	5	Own	Own	R	D	8.50	85.0	E*	Own	Ros	108	78	7500
Ward La France 4B	....	Opt	Opt	S 36x5	DS36x6	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Str	G	Bos R	A-L	D-BL	BL-55	A	4	Spi	Tim 65706D	W	F	9.3	49.8	B‡	Shu 5550	Ros	Opt	Opt	8100
Ward La France 4E-6	....	Opt	Opt	P 38x7	DP38x7	Wa KU	6-4¼x4⅜	43.3	L	PC	Wau	Own	Str	V	Bos R	A-L	D-BL	BL-55	A	7	Spi	Tim 65706D	W	F	9.3	88.6	B‡	Shu 5550	Ros	Opt	Opt	8300
Ward La France 35R	....	Opt	Opt	P 36x8	DP36x8	Wau KU	6-4¼x4⅜	43.3	L	PC	Wau	Own	Str	V	L-N	L-N	D-BL	BL-55	A	4	Spi	Tim 65706H	W	F	7.25	38.8	G†	‡ Tim 15733H	Ros	Opt	Opt	8500
White 55	4650	174°	215	S 36x5‡	DS40x5	Own GRB	4-4¼x5¾	28.9	L	FP	Own	Own	Zen	V	.....	L-N‡	P. Own	Own 4B	U	4	Spi	Own	R	F	10.1	66.1	B*	Own	Own	167⅝	107⅛	8402
†Wichita 6-90	4950	165	Opt.	P 38x7	DP38x7	Wau 6KU	6-4¼x4¾	43.3	L	PC	Wau	You	Str	V	Eis	D-R	D. B-L	B-L 55	A	7	Spi	Own 50 R	W	F	6.05	73.5	B	Vul 40F	Ros	135½	84¼	7500
Witt-Will L	....	156°	192	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	Pie	Own	Zen	V	Eis	D-R	D. B-L	B-L 55	A	4	Spi	Tim 65700D	W	F	Opt	.....	A*	Tim 15300	Ros	139	85	7750
Witt-Will R35	....	Opt	.....	P 38x9	DP38x9	Con 20R	6-4½x4¾	40.8	H	PC	.....	Per	Zen	V	D-R	D-R	D. B-L	B-L 51	U	5	Spi	Tim 66702	W	F	9.1	40.53	G†	Tim 16733	Ros	.....	.....	7000
Woods 61	4250	146°	.....	P 34x7	DP34x7	Her G	4-4¾x5¾	36.1	L	PC	Pie	Chi	Zen	V	Eis	A-L	D. B-L	B-L	A	7	Blo	Tim	W	F	*7.75	74.62	A	Tim	.....	Ros	.....	6700
4 Ton																																
Acorn 70	4250	162	....	S 36x6	S 40x12	Bud YBU-1	4-4½x6	32.4	L	PC	McC	Chi	Str	G	Bos-R	....	D. Ful	B-L 60	U	8	Pet	Tim 66600	W	F	Opt	Opt	A	Tim 1632	Ros	....	....	8500
American La France W	....	Opt	201¼	S 36x5	S 36x10	Own 2R	4-4¾x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 2R	A	4	Own	Own 2R	R	F	7.57	40.6	B*	Own 2R	.....	132	81$\frac{1}{16}$	6600
Armleder 70-6	....	156	186	S 36x6	S 36x12	Bud BUS	6-4x5½	38.4	L	PC	Non	Lon	Zen	V	A-L	A-L	D. B-L	B-L 55	U	4	Spi	Tim	W	F	10.3	55.3	B*	Tim	Ros	138	87¾	7600
Armleder 70	....	156°	186	S 36x6	S 36x12	Bud YBU-1	4-4½x6	32.4	L	PC	Han	Lon	Zen	V	A-L	A-L	D. B-L	B-L 55	A	4	Spi	Tim	W	F	10.3	55.3	B*	Tim	Ros	138	87¾	7500
Atterbury 22D	....	174°	198	S 36x5	DS36x6	Con L4	4-4½x5½	32.4	L	FP	Pie	Fed	Zen	V	Bos-A	A-L	D. B-L	B-L 55 Max	A	7	Spi	Tim	W	F	10.3	83.1	A*	Tim	Gem	142¾	93¼	8000
Atterbury 29C6	....	186	220	P 36x8	DP36x8	Con 20R	6-4½x4¾	40.8	H	PC	Han	You	Zen	V	D-R	A-L	D. B-L	B-L	A	4	Spi	Tim 65706D	W	F	7.25	38.79	B	Tim 15302	Gem	169½	103½	7970
Brockway R	....	164°	191¼	S 36x5‡	S 36x12‡	Con L4	4-4½x5½	32.4	L	FP	K.P.	Bus	Zen	V	Eis	L-N‡	D. B-L	B-L 55	A	4	Spi	Tim 66702D	W	F	8.75	46.8	B‡	Tim 16300	Ros	177¼	102¾	7890
Brockway RT	....	175⅝°	200¼	S 36x5‡	S 36x12‡	Con B7	4-5x6	40.0	L	FP	K.P.	Bus	Zen	V	Eis	L-N‡	D. B-L	B-L 60	A	4	Spi	Tim 66702D	W	F	7.80	41.6	B‡	Tim 16300	Ros	176	104⅝	8100
Chicago 40C	....	Opt	Opt	S 36x6	S 36x12	Wau EU	4-5x6¼	40.0	L	FP	Wau	Chi	Zen	G	Apo	A-L‡	D. B-L	B-L 70 Max	A	7	Spi	Tim 66702D H	W	F	10.33	97.1	B‡	Tim 16302	Ros	Opt	Opt	10175
Clinton 90	....	190	Opt	S 36x5	DS36x6	Bud YTU	4-4½x6	32.4	L	PC	Bud	Own	Zen	V	Spi	D-R	D. B-L	B-L 55	A	4	Blo	Tim 66600	W	F	8.75	46.8	A*	Tim 16302	Ros	Opt	Opt	8000
Clinton 90M	....	190	Opt	S 36x5	DS36x6	Bud YTU	4-4½x6	32.4	L	PC	Bud	Own	Zen	V	Spi	D-R	D. B-L	B-L 55 Max	A	7	Blo	Tim 66600	W	F	8.75	83.1	A*	Tim 16302	Ros	Opt	Opt	8050
Commerce 80Z	5330	175	.....	S 36x6	S 36x14	Bud BA6	6-4½x5½	40 8	L	PC	Non	Own	Zen	V	A-L	A-L	Own	B-L 60 Max	A	7	Blo	Tim 66700DP	W	F	10.33	98.2	B	Tim 16302	Ros	144	94½	8400
*Corbitt 66 (18W6)	....	178	230	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	H	FP	Non	Per	Zen	V	D-R	D-R	D. B-L	B-L 55	U	4	Spi	Tim 65706D	W	F	Opt	Opt	A‡	Tim 15300	Ros	132	92	6530
*Day-Elder KF	5000	162	202	S 36x5‡	S 36x12‡	Con 21R	6-4⅜x4¾	45.9	L	FP	Con	Bus	Zen	V	D-R	D-R	D. B-L	B-L 60	A	4	Spi	Tim 66702DH	W	F	10.33	55.26	G	Tim 16302	Ros	204	118	9200
Denby 27	....	170	.....	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	PC	Han	Lon	Zen	G	Eis	.....	D. Ful	Ful	A	4	U-P	Cla	I	D	10.00	49.9	...	Tim	Ros	.....	.....	7020
Diamond T800 6-wheel	....	185°	215⅜	P 36x8	P 36x8	Her YXC	6-4⅜x4¾	45.9	L	PC	Han	G&O	Zen	G	A-L	A-L	D. Cov	B-L	A	7	Spi	Tim	W	...	6.25	59.4	‡†	Tim	Ros	.....	.....	8290
Eagle 6-30	....	160	....	P 34x7	P 34x7	Her WXC	6-4x4½	38.4	L	PC	Opt...	Per	Zen	V	A-L	A-L	D. B-L	B-L 55	U	4	Pet	Tim 65000H	U	F	.....	.....	G	Tim 15733H	Ros	.....	.....	7000
Fageol 445	5650	183½°	216½	P 36x6	DP36x6	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Per	Zen	V	D-R	D-R	D. B-L	B-L 55 & 60	U&A	7	Spi	Tim 66700	W	F	6.92	124.37	B‡	Tim16000	Ros	168	101⅞	9300
Fageol 485	6400	184¼°	217¼	P 36x6	DP36x6	Wau A-B	6-4½x5¾	48.6	L	PC	Wau	Per	Zen	V	D-R	D-R	D. B-L	B-L 55 & 60	U&A	7	Spi	Tim 66700	W	F	6.92	124.37	B‡	Tim16000	Ros	168	95¾	9800
Fageol 470	5750	183½	216½	P 36x6	DP 36x6	Wau SRL	4-4¾x5½	45.94	L	PC	Wau	Per	Zen	V	D-R	D-R	D. B-L	B-L 55 & 60	U&A	7	Spi	Tim 66700	W	F	6.92	124.37	B‡	Tim16000	Ros	168	101⅞	9525
*Federal 4C6-A	....	192	231	P 36x8	DP36x8	Con 20R	6-4½x4¾	40.8	H	PC	Con	Lon	Zen	V	D-R	D-R	P. B&B	B-L 55	A	7	Pet	Tim 66704HP	W	F	7.8	74.10	6†‡	Own	Ros	180	106¾	8330
Garford 80Z	5330	175	.....	S 36x6	S 36x14	Bud BA6	6-4½x5⅛	40.8	L	PC	Non	Own	Zen	V	A-L	A-L	Own	B-L 60 Max	A	7	Blo	Tim 66700DP	W	F	10.33	98.2	B	Tim 16302	Ros	144	94½	8400
Gen. Mot. T60-5002	3160	140°	200	P 36x8	DP36x8	Buick	6-3⅝x5	31.5	I	PC	Han	Lon	Mar	O	D-R	D-R	D.	Mun	U	4	Spi	Tim 65706-N	W	F	7.25	44.81	G*	Eat 526-F	Jac	100	59	6208
*Gotfredson RW84A	....	160	180	S 36x6	DS40x7	Bud YBU1	4-4½x6	32.4	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 66704DHP	W	F	10.33	98.13	B	Tim 16710H	Ros	.....	.....	8400
Gramm GY-210	4345	210°	210	P 34x7	DP34x7	Con 21R	6-4⅜x4¾	45.9	I	PC	Non	Per	Zen	O	A-L	A-L	D. Ful	Ful MGU-14	U	4	Blo	Wis 6647	R	F	4.3	27.95	H*‡	Eat 423	Ros	176$\frac{1}{16}$	119$\frac{1}{16}$	7200
Gramm 45	3995	153°	200	S 36x5‡	S 36x12‡	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1450	R	F	7.08	79.0	B*	Wis 30	Ros	138	83¾	7600
*Gramm 48 low bed	3995	153°	200	S 36x5‡	S 36x12‡	Lyc TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful MGU	U	4	Blo	Wis 1250	R	F	7.12	34.2	B*	Shu 5550B	Ros	138	83¾	7600
Gramm-Bernstein 40	....	156°	176	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	PC	Pie	Own	Str	G	Eis	A-L	D. Ful	Ful H1	A	8	Own	Wis	W	F	9.00	96.3	B*	Shu 610	Ros	144	87¾	8360
Guilder J	4650	Opt	.....	S 36x5	DS36x6	Bud YTU	4-4½x6	32.4	L	PC	Pie	G&O	Zen	V	Eis	Non	D. B-L	B-L 55	A	4	Spi	Wis 1251K	R	F	7.50	54.0	A*	Shu 610	Ros	.....	.....	7500
Guilder J-6	4250	172	184	P 36x8	DP36x8	Her WXC	6-4x4½	38.4	L	PC	Mon	G&O	Zen	V	D-R	D-R	D. B-L	B-L 51	U	4	Spi	Tim 65706	W	F	Opt	Opt	B	Shu 5550	Ros	.....	.....	6600
Hahn 47HD	....	151	.....	P 34x7	DP34x7	Con 18R	6-4x4½	38.4	H	FP	Non	Chi	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Wis. 8817	R	F	.....	.....	I	Tim 57334H	Ros	110	.....	7500

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Trade Name and Model	General					Engine									Electrical System		Clutch	Gearset			Universal (Make)	Rear Axle			Gear Ratio		Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Standard Wheelbase		Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Maximum Wheelbase furnished	Tire Size		Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System		Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Model	Location	No. of Forward Speeds		Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low				Cab to rear of frame	Cab to rear axle	
				Front (inches)	Rear (inches)								Carburetor (Make)	Fuel Feed																		
5 Ton—Cont'd																																
Lange T, TA	....	147¾	167¾	P 40x8	DP40x8	Her YXC2	6-4½x4¾	48.6	L	PC	Pie	Own	Str	O	A-L	A-L	D. B-L	B-L 60 Max	A	7	Spi	Wis 1700	R	F	10.06	.....	B	Tim 16300	Ros	154½	99½	9200
Luedinghaus	....	160°	186	S 36x6‡	S 40x6‡	Wau EU	4-5x6¾	40.0	L	PC	Wau	Own	Zen	G	Eis	Opt‡	D. B-L	B-L 60	A	4	Spi	Tim 67600	W	F	11.6	.....	A*	Shu	Ros	144	90	9505
Maccar G1	....	186	204	S 36x6	DS40x6	Wis RBU	4-5x6	40.0	L	PC	Pie	Own	Str	V	Eis	D-R	D-R	B-L 60	A	4	Spi	Tim 6760D	W	F	10.2	54.8	A*	Tim 17300	Ros	180	101¾	8975
Mack AC	4950	168°	.....	S 36x5	DS40x5	Own AC	4-5x6	40 0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	*7.54	48.4*	D*	Own AC	Own	.....	.....	.....
Mack AK	5250	174°	.....	S 36x5	DS36x5	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AK	A	4	Spi	Own AK	R	F	*6.91	45.3*	G‡	Own AK	Own	.....	.....	.....
Mack AK	5250	174°	.....	S 36x5	DS36x5	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AK	J	4	Spi	Own AK	C	D	.....	.....	F‡	Own AK	Own	.....	.....	.....
Master-Eagle 6-40	....	158	.....	P 36x8	DP36x8	Her YXC	6-4¾x4¾	45.9	L	PC	Non	.....	.....	O	A-L	A-L	D. B-L	B-L	A	7	Cle	Tim	W	F			I‡‡	Tim	Ros	144	...	7100
Moreland EX6	3750	182	.....	S 36x4	S 36x8	Her WXC	6-4x4½	38.4	L	PC	Non	Lon	Zen	O	A-L	A-L	D. B-L	B-L 51	U	5	Cle	Tim 65704S	W	F	7.75	46.0	G‡‡	Tim 16710H	Ros	156	99	6500
Oneida E-9	....	180	.....	S 36x8	DS40x7	Wau GU	4-5¾x6¾	46.2	L	PS	Non	Mod	Str	..	Apo	A-L	B-L	B-L 60	A	4	Pet	Tim 67660	W	F	10.1	.....	A	Tim 1730	Ros	.....	.....	9400
Oshkosh FHX	5475	146	165	S 36x8	S 36x12	Her YXC2	6-4½x4¾	48.6	L	PC	Her	Own	Str	V	Bos-R	.....	D. B-L	B-L	A	7	Blo	Own FH	R	F	9.6	91.2	B	Own FH	Han	114½	83½	9200
Pierce-Arrow RD	5400	162	198	S 36x6	DS36x7	Own RD	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own RD	A	4	Spi	Own RD	W	F	7.8	40.4	B*	Own RD	Own	139¼	78¾	8750
Rehberger D	....	186	198	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	K-P	Bus	Zen	V	Eis	D-R	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10.25	54.8	A*	Tim 17300	Ros	172½	109	10010
Republic 35	....	170°	.....	S 36x6	S 36x14	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Bos-A	A-L	D. Ful	Ful	A	8	U-M	Eat	I	D	7.67	95.5	B*	Shu	Han	145¾	92	7500
Schacht 40	3400	174	199	P 36x8	DP36x8	Her	6-4½x5⅛	40.8	L	PC	.....	.....	Zen	..	A-L	A-L	D. Ful	Ful MGU	U	4	Spi	Wis 1427H	R	F	8.00	52.00	G	Shu 5572	Ros	Opt.	Opt.	7000
Selden 67C	....	164	184	P 36x8	DP36x8	Con 21R	6-4⅜x4¾	45.9	H	FP	Non	Own	Str	V	D-R	D-R	D. B-L	B-L	A	7	Blo	Wis 1500	R	F	10.8	.....	G	Tim	Ros	132	84	9600
Service 100ZA	5830	175	.....	S 36x6	S 40x14	Bud BA6	6-4½x5⅛	40.8	L	PC	Non	Lon	Zen	V	A-L	A-L	Own	B-L 60 Max	A	7	Blo	Tim 68700DP	W	F	10.0	95.0	B	Tim 16302	Ros	144	94½	9600
Sterling EW 23-64 KS	....	174	192	S 36x5	S 40x10	Wau 6KS	6-4x4¾	38.4	L	FP	Wau	Hex	Zen	V	.....	L-N	D. B-L	B-L 60	A	4	Har	Tim 66601D	W	F	9.5	50.82	A	Tim 16300	Han	158	97	7950
Sterling DC 23-64 KS	....	166	180	S 36x5	S 36x12	Wau 6KS	6-4x4¾	38.4	L	FP	Wau	Hex	Zen	V	.....	L-N	D. B-L	B-L 55	U	4	Har	Own	C	D	.....	49.12	D	Tim 15300	Ros	147.0	86.0	7100
Stewart 27X-5-7	5700	165	235	P 36x7	P 40x7	Wau	6-4⅜x5½	45.9	L	FP	Wau	Own	Str	V	D-R	D-R	D. Ful	Ful	A	8	Spi	Tim	W	F	6.56	93.8	G	Eaton	Ros	136½	76⅜	9700
United 100	....	150½	170½	S 36x6	S 40x14	Her G	4-4¾x5¾	36.1	L	PC	Pie	Per	Zen	G	Eis	A-L	D. B-L	B-L 60	A	4	Blo	Wis 1800	R	F	11.2	106.4	A*	Shu 610	Ros	143⅛	81	8900
Walter FH	7600	Opt	136	P 40x8	DP40x8	Own 6	6-4½x5¾	48.6	L	PC	Own	Own	Zen	V	Eis	D-R	Own	Own	U	5	Own	Own	R	D	8.50	85.0	E*	Own	Ros	126	96	9000
Ward La France 5D	....	Opt	Opt	S 36x6	DS40x7	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Str	G	Bos R	A-L	D-BL	B-L 60	A	7	Spi	Tim 66702D	W	F	10.3	97.8	B‡	Tim 16302	Ros	Opt	Opt	9900
Ward La France 5B6	....	Opt	Opt	S 36x6	DS40x7	Wau AB	6-4½x5¾	48.6	L	PC	Wau	Own	Str	G	L-N	L-N	D-BL	B-L 60	A	7	Spi	Tim 66702D	W	F	10.3	97.8	B‡	Tim 16302	Ros	Opt	Opt	11800
Whitcomb 6-wheeler	....	Opt	Opt	P 38x9	P 38x9	Wis Z	6-4½x5	48.6	I	FP	Non	Mod	Str	O	L-N	L-N	D. Ful	Ful	U	4	Own	Own	W	F	Opt	Opt	G	Own	Ros	.....	.....	.....
White 52	5100	174°	245	S 36x6	S 40x12	Own GRB	4-4¼x5¾	28.9	L	FP	Own	Own	Zen	V	.....	L-N‡	P. Own	Own GRBA	U	5	Spi	Own	R	F	11.7	92.3	B*	Own	Own	166¼	105⅝	9184
White 55	4765	174°	215	S 36x6‡	DS40x6	Own GRB	4-4¼x5¾	28.9	L	FP	Own	Own	Zen	V	.....	L-N‡	P. Own	Own 4B	U	4	Spi	Own	R	F	10.11	66.1	B*	Own	Own	167⅝	107⅛	8895
Witt-Will AA	....	172°	192	S 36x6	DS40x7	Con B5	4-4¾x6	36.1	L	FP	Non	Own	Zen	G	Eis	D-R	D. B-L	B-L 60	A	7	Spi	Tim 67600	W	F	10.2	53.3	A*	Tim 1732B	Ros	139	89	9350
5½ Ton and Over																																
Acme 150	....	192	.....	S 36x7	DS40x8	Con B7	4-5x6	40.0	L	PC	Pie	Per	Str	V	Eis	A-L	D. B-L	B-L 60	A	7	Blo	Tim 68700DP	W	F	10.0	95.0	B	Tim 17300	Ros	168⅝	105⅞	9650
Acme 151	....	193	.....	S 36x7	DS40x8	Con 15H	6-4½x5¾	48.6	L	PC	Pie	Per	Str	V	Eis	A-L	D. B-L.	B-L 60	A	7	Blo	Tim 68700DP	W	F	10.0	95.0	B	Tim 17300	Ros	167¾	104	10000
Amer. La France Z6½	5750	Opt	Opt	S 36x7	DS40x7	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B*	Own 5R	.....	Opt	Opt	9600
Amer. La France U7½	6000	Opt	Opt	S 36x7	DS40x8	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	11.67	63.5	B*	Own 5R	.....	Opt	Opt	9800
Brockway BT	....	156¼°	207⅜	S 36x6	DS40x8	Bud BBU	4-5x6½	40.0	L	PC	K.P.	Bus	Zen	V	Eis	L-N‡	D. B-L	B-L 70	A	7	Spi	Tim 68700S	W	F	10.0	95.0	B‡	Tim 17300	Ros	146	84¾	11060
Chicago 70C	....	Opt	Opt.	S 36x6	S 40x14	Wau EU	4-5x6¼	40.0	L	FP	Wau	Chi	Zen	G	Apo	A-L‡	D. B-L	B-L 70 Max	A	7	Spi	Tim 68700DH	W	F	11.66	109.6	B‡	Tim 17302	Ros	Opt	Opt	10175
Chicago 36D	....	173°	Opt	P 34x7	P 36x8	Wau KU	6-4¼x4¾	43.3	..	FP	Wau	Chi	Zen	G	A-L	A-L	D. B-L	B-L 55 Max	A	7	Spi	63795H-6H	W	F	11.6	61.7	B‡‡	Tim 16300	Ros	Opt	Opt	8800
Chicago 64D	....	168½°	Opt	S36x6	S 36x10	Wau EU	4-5x6¼	40.0	L	FP	Wau	Chi	Zen	G	A-L	A-L	D. B-L	B-L 70 Max	A	7	Spi	66797DH-8DH	W	F	17.1	108.2	B‡‡	Tim 17300	Ros	Opt	Opt	13000
Chicago 66D	....	175¾°	Opt	S 36x6	S 36x12	Wau 6AB	6-4½x5¾	48.6	..	FP	Wau	Chi	Zen	G	A-L	A-L	D. B-L	B-L 70 Max	A	7	Spi	66797DH-8DH	W	F	17.1	108.2	B‡‡	Tim 17300	Ros	Opt	Opt	13000
Chicago 46D	....	Opt	163	P 36x8	DP36x8	Wau KU	6-4¼x4¾	43.3	..	FP	Wau	Chi	Zen	G	A-L	A-L	D. B-L	B-L 70 Max	A	7	Spi	Tim65793-4DH	W	F	7.25	68.2	B‡‡	Tim 16302	Ros	.....	.....	12480
Chicago 56D	....	Opt	175¼	P 36x8	DP36x8	Wau AB	6-4½x5¾	48.6	..	FP	Wau	Chi	Zen	G	A-L	A-L	D. B-L	B-L 70 Max	A	7	Spi	Tim65793-4DH	W	F	7.25	68.2	B‡‡	Tim 17300	Ros	.....	.....	12600
Clinton 120SM	....	172	Opt	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	Bud	Own	Zen	V	Spl	D-R	D. B-L	B-L 60	A	4	Blo	Tim 68702DHP	W	F	8.8	83.6	A*	Tim 17300	Ros	Opt	Opt	9500
Coleman F75	....	144	184	P 42x9	DP 42x9	Bud GL	6-4½x6	48.6	L	FP	Bud	Per	Str	V	D-R	D-R	D. Ful	Ful HU16	U	8	Spi	Wis HD	R	F	8.54	175.0	E	Wis HD	Ros	168	105	11400
Coleman F75S	....	144	184	P 42x9	DP 42x9	Bud GF	6-4⅝x6	54 2	L	FP	Bud	Per	Str	V	D-R	D-R	D. Ful	Ful HU16	U	8¼	Spi	Wis HD	R	F	8 54	175.6	E	Wis HD	Ros	168	105	11500
Commerce 100ZB	5830	175	.....	S 36x6	S 40x14	Bud BA6	6-4½x5½	40.8	L	PC	Non	Lon	Zen	V	A-L	A-L	Own	B-L 60 Max	A	7	Blo	Tim 68700DP	W	F	10 0	95.0	B	Tim 16302	Ros	144	94½	9600
Diamond T-1600 6 whl	....	174½	210	P 36x8	DP36x8	Her YXC3	6-4⅝x4¾	51.3	L	PC	Han	G&O	Zen	V	A-L	A-L	D. Cov	B-L 60 Max	A	7	Spi	Tim	W	F	9 33	88.6	G°	Tim	Ros	.....	.....	11700
Diamond T-2500 6 whl	....	194°	214	S 36x7	S 36x12	Wau 6RB	6-5x5¾	60.0	L	PC	Wau	G&O	Zen	G	Bos-A	A-L	D. B-L	B-L 70	A	7	Spi	Tim	W	F	9 67	91.8	G°	Tim	Ros	.....	.....	13000
Fageol 10-66A	8850	229½	.....	P 36x6	DP36x6	Wau AB	6-4½x5¾	48.6	L	PC	Wau	Per	Zen	V	D-R	D-R	D. B-L	B-L 55&60	U&A	7	Spi	Tim 65700	W	F	6.87	123.4	B°	Tim 17300	Ros	213½	147¾	12870
Fageol 10-66-C	9100	231½°	.....	P 36x6	DP36x6	Wau AB	6-4½x5¾	48.6	L	PC	Wau	Per	Zen	V	D-R	D-R	D. B-L	B-L 55&60	U&A	7	Spi	Tim 66700	W	F	6.87	123.4	B°	Tim 17300	Ros	213½	149¾	13700
Federal X8	....	162	186	S 36x6‡	S 40x14‡	Con B7	4-5x6	40.0	L	FP	Pie	Own	Zen	V	Eis	D-R	P. B&B	B-L 60	A	7	Pet	Tim 68700DP	W	F	11.6	110.2	B‡	Own	Gem	151	87	9750
F.W.D. X6	6500	170	.....	P 36x8	P 36x8	Wau	6-4¼x4¾	43.3	L	PC	Wau	Per	Zen	V	Eis	Non	O. H-S	Own	A	5	Blo	Own X	B	F	8.9	88.6	B	Own M	Ros	180	137	9500
Freeman GL	....	144°	.....	P 38x9	DP38x9	Bud GL6	6-4½x6	48.6	L	FP	Bud	Lon	Str	E	Bos-R	Bos-R	D. Ful	Ful HU16	U	8†	Cle	Own	I	F	8.53	155.4	E	Own	Woh	.....	.....	.....
Garford 100ZB	5830	175	.....	S 36x6	S 40x14	Bud BA6	6-4½x5½	40.8	L	PC	Non	Lon	Zen	V	A-L	A-L	Own	B-L 60 Max	A	7	Blo	Tim 68700DP	W	F	10.0	95.0	B	Tim 16302	Ros	144	94½	9600
Gen. Mot. T60S-6101	3960	140¾°	200¾	P 38x7	DP38x9	Buick	6-3⅝x5	31.5	L	FP	K.P.	McC	Zen	V	Eis	D-R	D. Own	Mun	A	7	Own	Tim 67600	W	F	10.0	86.3	A‡	Tim 1732	Jac	144	87⅝	9245
Gen. Mot. K102-6001	4250	160	184	S 36x6	S 40x14	Own 89	4-4½x6½	32.4	L	FP	K.P.	McC	Zen	V	Eis	D-R	D. Own	Mun	A	7	Own	Tim 67600	W	F	10.0	86.3	A‡	Tim 1732	Jac	144	87⅝	9245
*Gotfredson RW104A	....	169	193	S 36x6	DS40x8	Bud BBU	4-5x6½	40.6	L	PC	Pie	Lon	Zen	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700DP	W	F	11.66	110.77	B	Tim 17302	Ros	.....	.....	12000
*Gotfredson RW106A	....	173	196⅞	S 36x6	DS40x8	Bud GL6	6-4½x6	48.6	L	PC	Pie	McC	Zen	V	Bos-R	D-R	D. B-L	B-L 60 Max	A	7	Spi	Tim 68700DP	W	F	10.0	95.0	B	Tim 17302	Ros	.....	.....	12400
Gramm 60	4745	153°	200	S 36x6	S 36x14	Her G	4-4¾x5¾	36.1	L	PC	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	82.0	B*	Wis 30	Ros	138	83¾	8700
Gramm 60	4745	153°	200	S 36x6	S 36x14	Lye TS	6-3⅞x5	36.2	L	FP	Han	Own	Zen	V	A-L	A-L	D. Ful	Ful H	A	8	Blo	Wis 1700	R	F	7.33	82.0	B*	Wis 30	Ros	138	83¾	8700
Gramm-Bernstein 50	....	168°	188	S 36x6	DS40x6	Con B7	4-5x6	40.0	L	PC	Pie	Own	Str	G	Eis	A-L	D. Ful	Ful H1	A	8	Own	Wis 1010F	W	F	11.75	125.7	B	Shu 610	Ros	162	97	9700
G-P 92-SW	....	Opt.	Opt.	P 40x8	DP40x8	Wau 6AB	6-4½x5¾	48.6	L	FP	Wau	Chi	Str	V	Bos-R.	A-L	D. B-L	B-L 70	A	7	M.M.	Tim SW300	W	F	8.50	.....	I	Tim 17300	Ros	.....	.....	12500
G-P 100-SW	....	Opt.	Opt.	P 36x8	DP38x9	Wau 6RB	6-5x5¾	60.0	L	FP	Wau	Chi	Str	V	Bos-R	A-L	D. B-L	B-L 70	A	7	M.M.	Tim SW400	W	F		41.2	I	Tim 17300	Ros	.....	.....	16000
Guilder L 6-7	5650	170	.....	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	Pie	G&O	Zen	G	Eis	Non	D. B-L	B-L 60	A	4	M-E	Wis 1500	R	F	9.10	.....	A*	Shu 650	Ros	.....	.....	9600
Hendrickson SSW	6100	Opt	Opt	P 36x8	P 36x8	Bud BA6	6-4½x5¼	40 8	L	FP	Bud	Chi	Zen	V	Spl	A-L	D. B-L	B-L 60	A	7	Blo	Own	W	F	8 25	78.38	G‡	Tim 16302	Ros	Opt	Opt	8450
Hendrickson MSW	6400	Opt	Opt	P 38x7	DP38x7	Bud BA6	6-4½x5⅛	40 8	L	FP	Bud	Chi	Zen	V	Spl	A-L	D. B-L	B-L 60	A	7	Blo	Own	W	F	Opt	.....	G‡	Tim 16302	Ros	Opt	Opt	10800
Hendrickson SW10	6900	Opt	Opt	S 36x7	S 40x12	Wau EU	4-5x6¼	40 0	L	FP	Wau	Chi	Zen	V	Spl	Bos-R †	D. B-L	B-L 70	A	7	Blo	Own	W	F	10.25	96 35	G‡	Tim 17300	Ros	Opt	Opt	11700
Hendrickson SW610	7300	Opt	Opt	S 36x7	S 40x12	Bud GL6	6-4½x6	48 6	L	FP	Bud	Chi	Zen	V	Spl	Bos-R †	D. B-L	B-L 70	A	7	Blo	Own	W	F	10.25	96.35	G‡	Tim 17300	Ros	Opt	Opt	13000

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Key of abbreviations page 78

Trade Name and Model	General					Engine								Electrical System		Clutch	Gearset			Universal (Make)	Rear Axle			Gear Ratio		Brakes, Location	Front Axle Make and Model	Steering Gear (Make)	Standard Wheelbase		Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Maximum Wheelbase furnished	Tire Size: Front (inches)	Tire Size: Rear (inches)	Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Model	Location	No. of Forward Speeds		Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low				Cab to rear of frame	Cab to rear axle	
Mack AC 7-10 Ton	$4950	128	.....	S 34x5	DS36x5	Own AC	4–5x6	40.0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	9.1	58.0*	D*	Own AC	Own	.....	.....	.....
Mack AC 11-14 Ton	5500	128	.....	S 34x6	DS36x6	Own AC	4–5x6	40.0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	9.7	62.2*	D*	Own AC	Own	.....	.....	.....
Mack AC 15 Ton	6000	128	.....	S 34x7	DS36x7	Own AC	4–5x6	40.0	L	PS	Own	Own	Str	G	Bos-R	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	11.5	73.5*	D*	Own AC	Own	.....	.....	.....
Oneida SFF-10	.....	Opt	.....	P 36x8	P 36x8	Wau 6KU	6–4¼x4¾	43.3	L	PC	Wau	Per	Str	V	A-L	A-L	B-L	B-L 60	A	7	Blo	Wis 7500	W	F	8.25	78.38	G*	Tim 16302	Ros	Opt	Opt	10025
Oneida SFF-15	.....	Opt	.....	P 38x9	P 38x9	Wau 6AB	6–4½x4¾	48.8	L	PC	Wau	Per	Str	V	A-L	A-L	B-L	B-L 60	A	7	Blo	Wis 8000	W	F	10.25	96.35	G*	Tim 16302	Ros	Opt	Opt	10550
Pierce-Arrow XB	3750	140	140	S 36x5	S 36x5	Own XB	4–4x5½	25.6	T	FP	Cwn	Own	Str	P	D-R	D-R	D. Own	Own XB	A	4	Spi	Own XB	W	½	9.25	50.2	A*	Own	Own	99⅞	70½	6180
Pierce-Arrow RD	5400	133	133	S 36x6	S 36x6	Own RD	4–4½x6¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own RD	A	4	Spi	Own RD	W	F	7.8	41.5	B*	Own	Own	92¼	63¾	8650
Pierce-Arrow RF	5600	132	132	S 36x6	S 36x7	Own RF	4–4½x6¾	32.4	T	FP	Own	Own	Str	P	D-R	D-R	D. Own	Own RF	A	4	Spi	Own RF	W	F	10.0	51.9	B*	Own	Own	92¼	63¾	9340
Relay 40	3240	138	.....	P 36x6	DP36x6	Bud DS-6	6–3⅜x5	31.2	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 35	U	4	Blo	Own 30	R	F	6.45	34.5	G	Tim 14704H	Han	.....	.....	5300
Relay 60	4480	142	.....	P 36x6	S 36x12	Bud BUS	6–4x5½	38.4	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L 51	U	5	Blo	Own 60	R	F	7.88	58.5	G	Tim 1573H	Han	.....	.....	7350
Schacht 5 Ton	.....	130	.....	S 34x5	S 34x10	Wau XK	6–3¾x4½	33.7	L	PC	.....	Own	Zen	G	L-N	L-N	D. Ful	Ful	U	4	Spi	Own	R	F	9.42	45.22	G	Own	Ros	.....	.....	6200
Schacht 7 Ton	.....	130	.....	S 36x5	S 36x12	Wau KU	6–4¼x4¾	45.9	L	PC	.....	Own	Zen	G	Bos-A	Non	D. B-L	Ful	U	4	Spi	Own	R	F	10.3	65.0	B	Own	Own	.....	.....	7500
Schacht 13 Ton	.....	130	.....	S 36x6	DS40x7	Wau SRL	6–4⅜x5½	45.9	L	PC	.....	Own	Zen	G	Bos-A	Non	D. B-L	B-L	U	7	Spi	Own	W	F	14.0	88.2	B	Own	Ros	.....	.....	10000
Schacht 15 Ton	.....	130	.....	S 36x7	DS40x8	Wau SRL	6–4⅜x5½	45.9	L	PC	.....	Own	Zen	G	Bos-A	Non	D. B-L	B-L	U	7	Spi	Own	W	F	14.0	88.2	B	Own	Ros	.....	.....	10600
Walter FK	6100	Opt	118	P 40x8	P 40x8	Own 6	6–4½x4¾	48.4	L	PC	Own	Own	Zen	V	Eis	D-R	. Own	Own	U	5	Own	Own	R	D	8.50	85.0	E*	Own	Ros	108	78	7500
Walter FH	7600	Opt	136	P 40x8	DP40x8	Own 6	6–4½x5¾	48.6	L	PC	Own	Own	Zen	V	Eis	D-R	Own	Own	U	5	Own	Own	R	D	8.50	85.0	E*	Own	Ros	126	96	9000
Walter FHR	7600	Opt	172	S 40x8	DS40x8	Own 6	6–4½x5¾	48.6	L	PC	Own	Own	Zen	V	Eis	D.R	Own	Own	U	5	Own	Own	R	D	8.50	85.0	E*	Own	Ros	126	96	10000
White 52T	4700	129½	129½	S 36x5‡	DS40x5	Own GRB	4–4¼x5¾	28.9	L	FP	Own	Own	Zen	V	.....	L-N‡	P. Own	Own 4B	U	4	Spi	Own	R	F	11.7	76.5	B*	Own	Own	94⅝	62⅝	8236
White 51A	3875	134	134	S 36x5‡	S 36x8‡	Own GRB	4–4¼x5¾	28.9	L	FP	Own	Own	Zen	V	.....	L-N‡	P. Own	Own 4B	U	4	Spi	Own	S	½	7.14	46.7	B*	Own	Own	80	48½	6045

KEY OF ABBREVIATIONS

For addresses of manufacturers listed below see Chilton Catalog and Directory

Wheelbase

*More than one wheelbase furnished.

Tires

B—Balloon.
P—Pneumatics standard equip.
DP—Dual pneumatics standard equipment.
S—Solids.
DS—Dual solids.
*—Tires at extra cost.
‡—Pneumatics can be furnished at extra cost.

Engine

*Models also furnished with engine under seat.
Bud—Buda Co.
Con—Continental M. Corp.
D—Head and Side.
FP—Full Pressure to all bearings including wrist pins.
H—Overhead.
HaS—American Car & Fdy. Co.
Her—Hercules Motor Corp.
I—In Head.
Jackson—Master M. T. Mfg. Co.
L—L-Head.
Lyc—Lycoming M. Corp.
PC—Pressure to all crankshaft and connecting-rod bearings.
PG—Pump, Gravity & Splash.
PS—Pressure with splash.
SP—Circulating splash.
T—T-Head.
Wau—Waukesha M. Co.
Wis—Wisconsin M. Mfg. Co.
Yell—Yellow Sleeve V. E. Wks.
X—Sleeve.

Governor

Dup—Eisemann Magneto Corp.
Han—Handy Gov. Co.
K. P.—Handy Gov. Co.
McC—E. R. Klemm.
Mon—Monarch Gov. Co.
Non—Not Supplied.
Pha—Bethlehem Fabricators, Inc.
Pie—Pierce Governor Co.
Sim—Eisemann Magneto Corp.
Wau—Waukesha M. Co.

Radiator

Bow—Bowerbank, E. R. Co.
Bus—Bush Mfg. Co.
Chi—Chicago Mfg. Co.
Fed—Fedders Mfg. Co.
G&O—G. & O. Mfg. Co.
Har—Harrison Rad. Corp.
Hex—Hexcel Rad. Co.
Lon—Long Mfg. Co.
McC—McCord Rad. & Mfg. Co.
McK—McKinnon Dash Co.
Mod—Modine Mfg. Co.
Per—Perfex Corp.
R-T—Rome-Turney Rad. Co.
U. S.—U. S. Cartridge Co.
Whe—Wheeler Radiator Mfg. Co.
You—Young Rad. Co.

Fuel System

B.B.—Penberthy Injector Co.
Car—Carter Carburetor Co.
E—Electric Pump.
G—Gravity.
Joh—Johnson
Mar—Marvel Carbureter Co.
O—Mechanical Pump.
P—Pressure.
Sch—Wheeler Schebler Car. Co.
Ste—Detroit Lubricator Co.
Str—Stromberg Motor Dev. Co.
Til—Tillotson Mfg. Co.
V—Vacuum.
Zen—Zenith-Detroit Corp.

Electrical Systems

‡—Generator & Starter at Extra Cost.
†—Starter not supplied, Generator at Extra Cost.
*—Starter at Extra Cost.
A-L—Electric Auto-Lite Corp.
Apo—Apollo Magneto Corp.
Bos-A—Am. Bosch Magneto Co.
Bos-R—Rob. Bosch Magneto Co.
Con.—Conn. Tel. & Elec. Co.
DJ—DeJon Elec. Corp.
D-R—Delco-Remy Co.
Dyn—Owen Dyneto Corp.
Eis—Eisemann Magneto Corp.
Gor—R. J. Gorman Co., Inc.
L-N—Leece-Neville Co.
N-E—North East Elect. Co.
Non—Not Supplied.
Sci—Scintilla Magneto Co.
Spl—Splitdorf Electrical Co.

Clutch and Gearset

*—Other ratios optional.
†—Auxiliary two-speed transmission optional.
A—Amidships.
B & B—Borg & Beck Co.
B-L—Brown-Lipe Gear Co.
Cot—Cotta Trans. Corp.
Cov—Covert Gear Co.
Det—A. J. Detlaff Co.
D-G—Detroit Gear & Mach. Co.
D—Disk.
Ful—Fuller & Sons Mfg. Co.
H-S—Merchant & Evans Co.
J—Unit with Jackshaft.
Lon—Long Mfg. Co.
M. M.—Mechanics Mach. Co.
Mun—Muncie Products Div. General Motors Corp.
O—Disk in Oil.
P—Plate.
Roc—Rockford Drill. Mach. Co.
U—Unit with Engine.
W-G—Warner Gear Co.
Yell—Yellow Sleeve V. E. Wks.

Universal

B.G.—Universal Machine Co.
Blo—Blood Bros. Mach. Co.
Cle—Cleveland St. Prod. Corp.
Har—Spicer Mfg. Co.
M-E—Merchant & Evans Co.
M. M.—Mechanics Machine Co.
Pet—Cleveland Univ. Parts Co.
Pic—Pick Mfg. Co.
Spi—Spicer Mfg. Co.
Sp-Bl—Spicer and Blood Bros.
The—Thermoid Rubber Co.
U-M—Universal Machine Co.
U-P—Universal Products Co.

Front and Rear Axles

*—Two speed
½—Semi-Floating.
¾—Three-Quarter Floating.
B—Straight Bevel.
Cla—Clark Equip. Co.
Col—Columbia Axle Co.
Con—Continental Axle Co.
C—Chain.
D—Dead.
Eat—Eaton Axle Co.
F—Floating.
I—Internal Gear.
R—Double Reduction.
S—Spiral Bevel.
Sal—Salisbury Axle Co.
Shu—Shuler Axle Co., Inc.
Tim—Timken Det. Axle Co.
Tor—Eaton Axle & Spring Co
Vul—Vulcan Steam Forging Co.
W—Worm.
Wis—Wisconsin Axle Co.

Brake

A—Rear Wheels only.
B—Driveshaft and Rear Wheels.
D—Jackshaft and Rear Wheels.
E—4-Wheel Brakes.
F—4-Wheel Brakes with emergency on jackshaft.
G—4-Wheel Brakes with emergency on driveshaft.
H—4-Wheel Brakes with emergency on rear wheels.
I—4-Wheel Brakes with emergency on propeller shaft.
J—Driveshaft.
K—Service & Emergency Brakes on four wheels.

Service Brake Type

*—Mechanical.
†—Hydraulic.
‡—Vacuum Booster.
°Compressed Air.

Steering Gear

CAS—Columbus G. & P. Co.
D-G—Detroit Gear & Mach. Co.
Dod—Dodge Bros. Co.
Gem—Gemmer Mfg. Co.
Han—Hannum Mfg. Co.
Jac—Saginaw Steering Gear, Div. General Motors Corp.
Lav—Hannum Mfg. Co.
Ros—Ross Gear & Tool Co.

Motor Wheel

General Motors Truck with Spoksteel drop-forged wheels. Spoksteel Dual-Wheels in rear.

HEAVY-DUTY and speedy service is a combination that is "trying the mettle" of wheels on the roads today.

Spoksteel is becoming standard with more and more truck makers for Spoksteel is STRONG—because forged from one piece of high-carbon stock . . . COOL—because Spoksteel design induces radiation by fan action of spokes . . . SECURE—because locking flange holds the nuts tight, the wheels firm and uneven tire wear is avoided.

Ability to design better and to build better has placed Motor Wheel in an enviable position—in a position to materially help any builder of heavy-duty trucks.

MOTOR WHEEL CORPORATION, LANSING, MICHIGAN.

Spoksteel

WE SHOULD LIKE TO PROVE A POINT

THE great expansion of the Federal Motor Truck Company and the growth of the motor truck industry have opened up many profitable territories for distributors of Federal Trucks.

In many sections of the country these openings offer splendid opportunities for experienced business men to join with Federal and make substantial profits.

New factors are entering the motor truck business that make it possible for distributors in the future to make even more profit than in the past. And Federal distributors naturally are going to be right in line to get their share of profits, due to the strong position of Federal in the industry.

And here is where we should like to prove our point to you. We contend that the Federal franchise offers you an unusual opportunity to increase your profits—that it offers you a chance to set up a substantial business that will pay dividends according to the work put on it.

If you are qualified to handle this franchise, write us today and state your qualifications, past experience, etc. We will write back and frankly tell you about the Federal franchise and give you the names of Federal distributors who in turn can verify our statements. There is no obligation. If you cannot make money on the Federal franchise you would not fit in with the Federal organization. If you can make money, you will want to start as quickly as possible, so let's hear from you at once.

(311)

FEDERAL MOTOR TRUCK CO.

Leading Specialists in Commercial Transportation

5786 FEDERAL AVENUE : DETROIT

FEDERAL TRUCKS